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THE NEW-YORK HISTORICAL SOCIETY

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CHARLES E. BAKER, *Editor*

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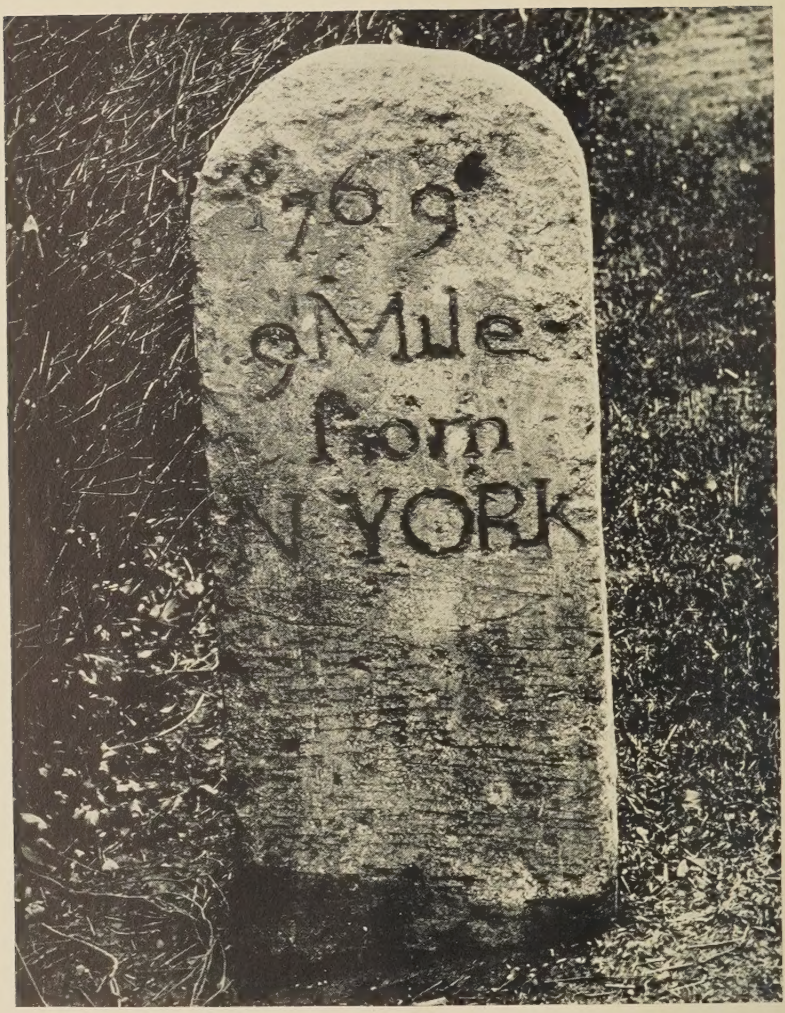

9TH MILESTONE

Series of 1769 on the Kingsbridge Road
George Lindsay, stonecutter

Photograph by Dr. George W. Nash, 1906

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VOLUME XXXIV NUMBER THREE

New York: 170 Central Park West

MILESTONES ALONG THE OLD HIGHWAYS OF NEW YORK CITY

A RECORD OF THE SILENT SENTINELS OF THE STAGECOACH ERA

by RICHARD J. KOKE, *Curator of the Museum*

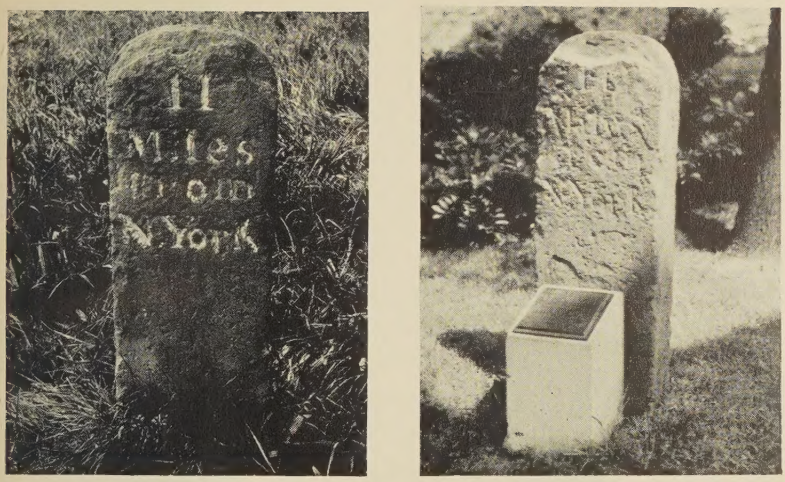
IN 1772, in the first year of their operation by Jonathan and Nicholas Brown, the lumbering stagecoaches coming down from Boston to New York first came within sight of Manhattan Island while descending the slope of Tetard's Hill in Westchester County.[1] Traversing the rocky "island" of Paparinimán, they crossed Spuyten Duyvil Creek over the King's Bridge which had been built and maintained by the Lords of the Manor of Philipsborough, and when the wheels finally turned on the Post Road on Manhattan Island one week's journey and over two-hundred miles of bad roads lay behind the weary passengers.

[1] Tetard's Hill is now in the Borough of The Bronx, originally a part of Westchester County.

They had hardly rounded the slope of Marble Hill when the observed on their right, going south, the most northerly of th milestones which had been erected on the Island three years pr viously for the benefit of travellers by order of the New Yor Common Council. It announced the distance, fourteen mil from New York, and as they lurched southward towards th capital of the Province, at a charge of four pence per mile, Ne York currency, the little milestones along the west side of th highway announced each passing mile with regularity and gav the travellers heart that their long jogging journey would soo end. The heavy coaches, creaking and swaying, rolled by th taverns and scattered country estates, passed close to the villag of Harlem, and went through McGown's Pass until finally th passengers caught a glimpse of the 1st Milestone outside the cit Finally, the coaches drew to their point of termination at th door of John Fowler's Tavern near the Collect Pond at the edg of the city. Just beyond stood the stone Debtors' Gaol and th Liberty Pole on the Commons and then Broadway, which hea ed southward in a straight line to Fort George and the Bowlin Green with its gilt equestrian statue of His Majesty George II

A study of milestones is also a study of old roads. Much in terest is now attached to these sentimental little reminders whic have survived from a not-too-distant era. In their day they pe formed essential service as adjuncts of the Colonial and earl national highway system—first in the English Colonies and lat in the American States. They call attention to famous thorough fares, for a road was regarded with dignity and respect when was lined with well-cut milestones. They were favored sites f the locations of taverns, and they help to associate present-da people with the leisurely and simple life of their predecessor conjuring up, as they do, the life of the highway with its hoste and country stores and post riders and coaches—of gallopin horses, hard-turning wheels, jingling harness, grinding brake

[2] For the New York and Boston coaches in 1772 see Stephen Jenkins, *The O Boston Post Road* (N. Y.: G. P. Putnam's Sons, 1914), 22 ff.



11TH MILESTONE
Series unknown (probably 1813) on the Kingsbridge Road

Left photograph by Dr. George W. Nash, 1903
Right photograph by Richard J. Koke, 1949

and colorful days of neighborhood and village life when the sound of the coachman's horn was common on the well-travelled highroads.

This is a study of the milestones which once stood in New York City—especially along the important Post Roads which led north to Albany and eastward to Boston. The preservation of the identity of their original locations is important. References, otherwise obscure, relating to milestones in New York deeds, in advertisements announcing the locations of taverns, and in documents pertaining to troop movements and encampments of the American Revolution become understandable when the original locations of the stones are known. Though the era of the milestone has passed, the word has become so deeply engrained in our vocabulary that it is now used as a metaphor to describe man's progress.

The use of milestones goes back to the antiquity of the Roman world, but today in this country, more and more, they are be-

coming outdated curiosities along roads which no longer know the days of slow travel on foot, horseback, or by horse-drawn vehicles. For years prior to the turn of the present century little interest was shown in the surviving stones which stood, battered and flaking, along our highways. Many people, through ignorance or lack of interest, were indifferent to them and cared little for the historic associations connected with them. William Henry Shelton, former Curator of the Jumel Mansion in Roger Morris Park at Edgecombe Avenue and 160th Street, where stands the 11th Milestone, was repeatedly asked by visitors to tell them whose grave the stone was supposed to mark.[3] Thus it can be seen that perhaps there is more than truth in the anecdote which Stephen Jenkins cited in his history of *The Old Boston Post Road* of the two sons of the Emerald Isle who came across a milestone marked

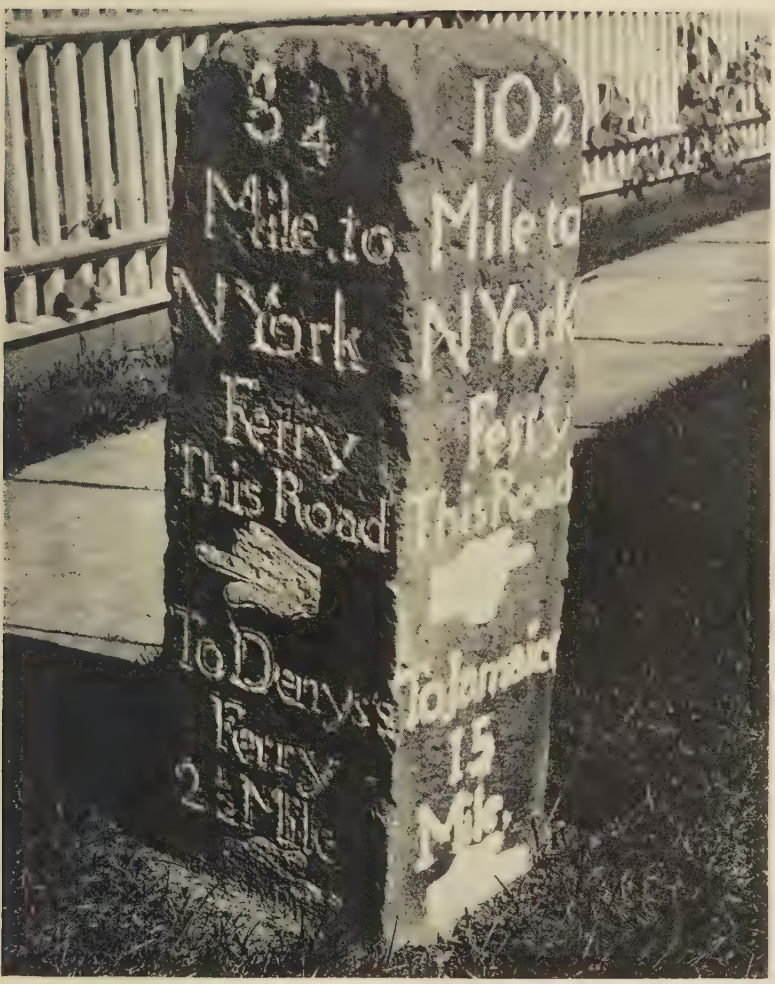
35
Miles
from
Boston

The first one who noted it removed his hat in respect and gently nudged his companion. "Tread softly, Mike," he said. "The dead lie here. His name is Miles. He's thirty-five years old, and he's from Boston."[4]

Barely one generation ago there were twenty-four milestones in the five boroughs of New York City, of which fifteen survive today. There were eleven in Manhattan; today there are nine. There were four in The Bronx; today there is one. There were four in Brooklyn; today there are three. There were four in Queens; today only one exists. There was one in Richmond, and this, luckily, still survives. The New Utrecht Milestone in Brooklyn, said to date from 1741, is probably the oldest stone which still stands within the city limits.

[3] Eighteenth *Annual Report* (1913), American Scenic and Historic Preservation Society, 100.

[4] S. Jenkins, *op. cit.*, 18.



NEW UTRECHT MILESTONE

Eighteenth Avenue near 81st Street, Brooklyn

Photograph by Dr. George W. Nash, 1903

This little stone, marking the distance to New York (Brooklyn) Ferry, Denyse's Ferry, and Jamaica, is one of the most interesting milestones in New York City. Originally the property of the Van Pelt family of New Utrecht, it is said to date from 1741 and is probably the oldest extant milestone in New York City.

Scores of milestones once were common sights along country highways in the five boroughs, but many, in years gone by, were cast aside when roads were widened, were covered with debris, or were used as fill. Some were neglected until rescued. Some were smothered with undergrowth. Some were used as bill posters. One was found in a cellar, another at a police station, and another in a private yard. One, recovered from the woodland into which it had been cast, was first reset in front of a saloon, then in a churchyard, and finally in a park. Some fell and perished, and others, such as two along Third Avenue, which stood until recent years, were struck and broken by vehicles.

Museums, patriotic societies, and public groups have done much to preserve these stones and to maintain the identity of their locations. Among these organizations may be mentioned The New-York Historical Society, the American Scenic and Historic Preservation Society, the Museum of the City of New York, the Kings County Historical Society, the Long Island Historical Society, the Staten Island Institute of Arts and Science, the Daughters of the American Revolution, and, especially, the City History Club which has been entrusted with the care of the milestones by the Board of Aldermen. The City History Club was among the first in recent years to foster an appreciation of New York milestones. During the early 1900's the children enrolled as members of the club reset many of the old stones as they became endangered by changing topographical conditions, but metropolitan real-estate development has been so rapid—especially in The Bronx, Brooklyn, and Queens—that these old relics of the highway either disappeared or remained in danger of obliteration except when preserved within public park enclosures or in museums.

The milestones which still exist can be seen in various places: five are preserved in public parks, three are in The New-York Historical Society, two are in the Museum of the City of New York, two are in the Long Island Historical Society, one is in the Staten Island Institute of Arts and Sciences, one is in a private

yard, and one is still in place alongside the road where it once marked distance. Fortunately the majority of milestones which were still in existence in the early 1900's—many of which have since disappeared—were photographed, with a few exceptions, by Robert L. Bracklow and Dr. George William Nash, whose collection of negatives is now in The New-York Historical Society. The Nash illustrations which accompany this article depict these stones as they appeared when many of them were still on their original sites.

I

THE PLACING OF MILESTONES ON MANHATTAN ISLAND

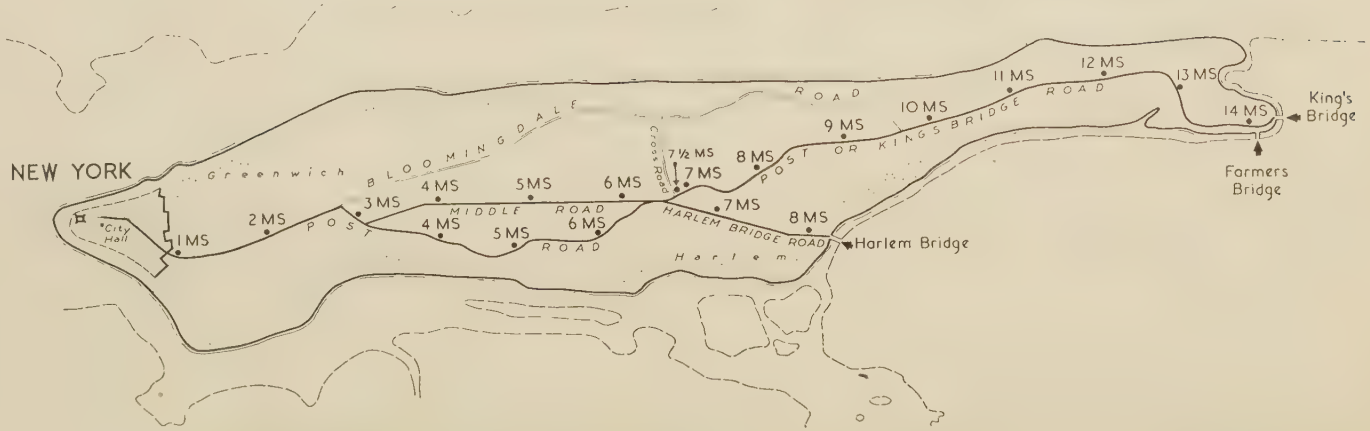
The Series of 1769

Considerable confusion has arisen in regard to the Manhattan Island milestones due to a lack of knowledge that several separate series of stones on different locations were erected at different dates. It must be remembered, also, that the locations of many milestones in later years were not always on the original sites. Some had been shifted to conform with a regauging of distance, while others were moved for preservation to places of greater safety.

The belief is common that the sites of the milestones along the Post Road between Boston and New York were selected, and the stones were set in place, under the personal supervision of Benjamin Franklin for the purpose of regulating the price per mile of letter delivery. Franklin, serving as deputy postmaster-general for the Colonies from 1753 to 1774, visited all the post offices in the northern Colonies in 1754 and 1763 to inspect and regulate postal affairs and to increase the efficiency of mail deliveries.[3]

[3] Albert H. Smyth, ed., *The Writings of Benjamin Franklin* (N. Y.: Macmillan Co., 1907), IV: 375; Carl Van Doren, *Benjamin Franklin* (N. Y.: Viking Press, 1938), 210–12; S. Jenkins, *op. cit.*, 18. One of the so-called Franklin Milestones was on the Milford Road in Stratford, Connecticut.—F. B. Kelley, comp., *Historical Guide to the City of New York* (N. Y.: Frederick A. Stokes Co., 1913, revised edition), 371.

MANHATTAN ISLAND MILESTONES



Showing the milestones of the SERIES OF 1769 along the POST ROAD leading from New York to Kingsbridge.

Showing the milestones of the SERIES OF 1801 along the MIDDLE and HARLEM BRIDGE ROADS.

The first milestones on Manhattan Island of which there is authentic record were placed along the west side of the Post Road leading from New York to Kingsbridge in the year 1769. The earliest record of their existence is the entry in the journal of the Common Council of the City of New York on September 6, 1769, when the Mayor was ordered to issue his warrant to the Treasurer to pay George Lindsay "or order the Sum of £8 : 11 : 2 for 16 mile stones by him furnished for the use of this Corporation."[6]

Fourteen of these stones were placed along the road leading to Kingsbridge,[7] but it is not known where the other two were placed. An interesting note on the business activity, three years before, of the man who furnished these stones appeared in an advertisement in *The New York Mercury* on August 18, 1766, which reads:

LINDSAY AND SHARP

At the foot of Ellis's-Slip, take this Method of informing the Public, that they carry on the Business of S[t]one-Cutting in its different Branches; they also undertake building of Stone-Cisterns, and will demand no pay unless they hold tight. Gentlemen favouring them with their Work, may firmly depend on having it done in such a Manner as will give them the utmost Satisfaction, and upon the most reasonable Terms.

The crooked Post Road which traversed the entire length of Manhattan Island from New York to Spuyten Duyvil Creek at the extreme northern end, where access was gained to the mainland either by the King's Bridge or the Farmer's Bridge,[8] left the

[6] *Minutes of the Common Council of the City of New York, 1675–1776* (N. Y.: 1905), VII: 178.

[7] The exact locations of all these stones are indicated in the checklist, Part II, *post*.

[8] Spuyten Duyvil Creek, which curved around the base of Marble Hill, is now completely filled and obliterated. The second King's Bridge, built in 1713, was buried beneath Kingsbridge Avenue in 1916. The Farmer's Bridge, which lay on the line of the modern 225th Street, was buried beneath that thoroughfare when it was regraded in 1911–12, and the old site now lies just west of the span over the Putnam Division railroad tracks. Both bridges crossed to the mainland from the base of Marble Hill and stood within a short distance of each other. The Farmer's Bridge was built in 1758, and it was also known as the Free Bridge, Dyckman's Bridge, the Queen's Bridge, and Hadley's Bridge.

little metropolis by way of Park Row and followed the line of the Bowery and Fourth Avenue to Madison Square, where it turned eastward and ran along the east side of the island. It entered what is now Central Park at 92d Street and, after emerging from the park at 110th Street, continued northward along the present St. Nicholas Avenue and Broadway to Kingsbridge. The northern section of this highway, after passing through McGown's Pass and ascending the heights west of Harlem village, was frequently called the Kingsbridge Road.

The fourteen milestones which were erected along this road in 1769 as a result of the action of the Common Council had as their point of computation the City Hall at the corner of Wall and Nassau Streets in New York City. From thence, the distance was gauged by way of Wall Street, Broadway, Park Row, the Bowery, and along the Post Road to Kingsbridge.

Long stretches of this fourteen-mile thoroughfare have been obliterated, especially between 23d and 110th Streets and between Dyckman Street and the Harlem Ship Canal, where the original road swerved eastward until the American Revolution. Until the opening of Coles' (Harlem) Bridge across the Harlem River at 130th Street in 1798, the bridges at Spuyten Duyvil Creek served as the only crossings, except by ferry, between the Island and the mainland, and the Post Road, in part called the Kingsbridge Road, remained the principal artery of travel through the Island.

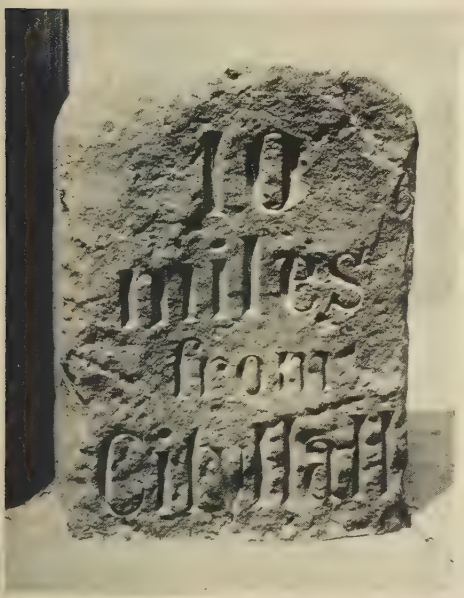
Until 1801, these were the only known milestones on the Island erected at public expense. Only one stone exists today which is known with certainty to be of the original series: the 9th Milestone, with the date "1769" chiseled on its surface, which is now in a private garden at 473 West 152d Street. It is illustrated facing page 165 and described on page 200.

The numerical designations on the New York City milestones, in so far as we know by existing stones, were cut in Arabic figures. The older stones erected along the old Post Road which passed through Manhattan Island and through that section of West-

chester County now included in the Borough of The Bronx invariably recorded the distance as from "New York," and it was not until the 19th century that some of the stones, such as those along Third Avenue, denoted the distance as from the "City Hall" in New York. The 10th Milestone in The Bronx which stood until recently on Boston Road (New Boston Post Road) at East 168th Street—a 19th-century stone—also recorded the distance from "City Hall." Known stones in Brooklyn and Queens marked the distance from well-known points on Long Island, such as Jamaica, Flushing Bridge, Brooklyn Ferry, Denyse's Ferry, and the 34th Street Ferry.[9]

The importance attached to the milestones is evident in several legislative enactments which were passed during the 18th

[9] Westchester County as now constituted has two remaining milestones which are dated: the 21st Milestone on the White Plains Road, indicating in Roman numerals the distance "XXI Miles to N. York" with the date "1775," and the 23d Milestone on the Boston Post Road which is dated "1771." This gives a clue as to when milestones were erected along some of the other roads in the lower part of the Province.



10TH MILESTONE
New Boston Post Road, Bronx
Photograph by
Dr. George W. Nash, 1903

century to ensure their preservation. Evidently within five years after their erection on Manhattan Island, the authorities had some concern for their safety, for on February 1, 1774, a Bill was presented to the General Assembly of the Province of New York entitled "an act to prevent the breaking and defacing the mile stones now or hereafter to be erected in this colony."

This Bill was committed to a committee, and on February 12 the chairman reported that the committee had gone over the Bill, had "altered the title, made several amendments, and added a clause thereto." The Bill was ordered to be engrossed and three days later it was passed by the Assembly and sent to the Council for "their concurrence thereto." On March 9 the Speaker of the Assembly reported that Governor William Tryon had given his assent to the Bill.

This law—Chapter XXI, Laws 14th George III—opened with a preamble which stated that "Whereas, the erection of Mile Stones, Hands, Pointers or any other Monument erected for the Direction of Travellers, along the Public Roads, contributes greatly to the Convenience of Travellers, And Whereas a Number of them have been put up in different Parts of this Colony, and probably many more will hereafter be erected, Be it therefore Enacted" that a penalty of £3 be imposed for the defacement of a milestone, hand, pointer, or monument, or, if in default, imprisonment in the common jail for two months. If the defacement was committed by a slave and the fine was not paid within six days after conviction the culprit would be imprisoned and flogged thirty-nine lashes on the bare back.[10]

During the military operations of the American Revolution, which came to Manhattan Island within two years after the passage of this law, many references were made to milestones in the documents and journals of the American, British, and German soldiery relating to their movements and encampments. The

[10] *Journal of the Votes and Proceedings of the General Assembly of the Colony of New-York from 1766 to 1776, Inclusive* (Albany: J. Buel, 1820), 14th G. III, 30, 31, 48, 88; S. Jenkins, *op. cit.*, 14; *Annual Report* (1921–22), American Scenic and Historic Preservation Society, 126–27; F. B. Kelley, comp., *op. cit.*, 376.

stones are indicated on a number of charts executed by military draughtsmen and engineers during the struggle, especially on the British Headquarters Map of 1782 which indicates all the milestones on the Island from two to fourteen.[11] Six years after the conclusion of the peace, Christopher Colles marked the locations of the Post Road stones, one to fourteen, on the maps of his well-known survey of the roads of the United States.[12]

The Manhattan Island milestones seem to have been under the control of the Common Council, but the Legislature of the State of New York also was actively interested in them. On March 20, 1788, the Legislature, acknowledging that milestones and road markers contributed to the convenience of travellers, passed an Act to prevent the injuring or defacing of milestones, pointers, and markers along the public roads, and it stipulated that any person who wilfully removed, broke, defaced, or damaged a milestone or marker would be fined £ 3 for every stone which was damaged, broken, or defaced. If payment was refused, the culprit would be committed to the county jail for thirty days "unless such forfeiture shall be sooner paid."[13]

Nine years later the Legislature, on March 21, 1797, passing an Act to regulate highways, enacted that the county highway superintendents were authorized to erect milestones along the Post Road leading from Kingsbridge to Albany and then west through Schenectady to Fort Schuyler, and that they should be marked with numbers, words, or devices as they should deem proper. They were also to erect and maintain inscribed guide posts at the road intersections which led to, or came from, a town, village, or landing. Furthermore, any person who deliber-

[11] The *British Head Quarters Coloured Manuscript Map of New York & Environs (1782)* was published in facsimile from the original drawing in the War Office in London by B. F. Stevens (London: 1900) to be issued to subscribers.

[12] *A Survey of the Roads of the United States of America* by Christopher Colles, 1789, and engraved by C. Tiebout.

[13] *Laws of the State of New-York, comprising the Constitution and the Acts of the Legislature since the Revolution from the First to the Twenty-Second Session, Inclusive* (3 volumes, Albany: Charles R. and George Webster, 1798–1800), II: 195–96.

ately defaced, carried away, or destroyed a milestone, guide post, or signpost would be fined $10.00 for its repair.[14]

On March 16th of the following year the Legislature passed an Act authorizing the county highway superintendents to erect milestones or mile-boards which they considered proper along the Post and county roads, and the Boards of Supervisors were ordered to levy, collect, and pay to the superintendents "such sum, or sums" as the supervisors thought would be sufficient for the purpose.[15]

The Series of 1801

On February 11, 1801, thirty-two years after the first milestones had been erected on Manhattan Island, the Common Council of the City of New York ordered the Road Commissioners "to compleat the old Mile Stones on the Post Road from the City Hall to Kings Bridge & set up new Mile Stones, (from the present three mile Stone) up the new Middle Road & across Bensons Creek to Coles's Bridge across Harlem River."[16]

Nothing is known of what the Road Commissioners did with regard to the milestones along the Post Road. Possibly some of the stones of 1769 had disappeared, or had fallen down, or had been defaced and needed replacement. Possibly it was at this time that the 13th Milestone, which stood on the Post Road near what is now Vermilyea Avenue between Academy and West 204th Streets, was reset on the west side of a short-cut of the Kingsbridge Road between Dyckman Street and the present Harlem Ship Canal which had become popular as a military thoroughfare during the American Revolution. This short-cut followed the line of the present Broadway, and the new site was just south of the Dyckman House at West 204th Street. This Milestone appears to have been the only stone of the Series of 1769 which was reset on a new location prior to the relocation of all the mile-

[14] *Ibid.*, III: 262.
[15] *Ibid.*, III: 356.
[16] *Minutes of the Common Council of the City of New York, 1784–1831* (N. Y.: 1917), II: 708.

stones on the Island in 1813. The 13th Milestone is indicated on the short-cut near the Dyckman House on the Bridges Map of 1811, which was issued two years prior to the relocation of the Manhattan Island stones on the upper Post Road.

Considerably more is known of the efforts which succeeded the Council's decision to erect milestones along the Middle Road and the highway leading across Benson's Creek to the Harlem River bridge. The opening, by John B. Coles in 1798, of a new bridge across the Harlem River from Manhattan Island to the Morrisania mainland at what is now Third Avenue and 130th Street, diverted from the Spuyten Duyvil crossings a considerable amount of traffic between the Island and Westchester County. This bridge, soon known as Harlem Bridge, was on the route of a bypass of the Boston Post Road laid out in the 1790's and early 1800's between the village of Harlem and New Rochelle, which saved four miles of travel between these two points. This road was shortly afterwards known as the New Boston Post Road to distinguish it from the old highway which ran up northern Manhattan Island to Kingsbridge and then across lower Westchester to New Rochelle. The New Boston Post Road branched from the Post Road on Manhattan Island at Fifth Avenue and 91st Street and it ran northeastward for a mile and a half across Benson's Creek and the Harlem farmlands to Coles' Bridge. The roadway which ran from the Post Road to the bridge was commonly called the Harlem Bridge Road, and in Westchester County it originally was called Coles' Road.[17]

The Middle Road, sometimes called Manhattan Avenue, was another road which ran through mid-Manhattan Island. It branched from the old Post Road at Fourth Avenue and 28th Street, just above the 3d Milestone of 1769, and ran northwestward to Fifth Avenue and 42d Street, whence it continued along Fifth Avenue to its point of junction, again, with the Post Road

[17] For the construction of the New Boston Post Road see S. Jenkins, *The Story of the Bronx* (N. Y.: G. P. Putnam's Sons, 1912), 193–94; S. Jenkins, *The Old Boston Post Road*, 116, 125.

at 90th Street. Slightly beyond, the Harlem Bridge Road branched to the east. The route, therefore, by way of the Middle and Harlem Bridge Roads, was a straighter and more direct course to Harlem Bridge than by way of the winding old Post Road.

In compliance with the Council's decision of February 1801, a new series of five milestones, four to eight, inclusive, commencing above the 3d Milestone on the Post Road, was erected along the west side of the Middle and the Harlem Bridge Roads. The 4th, 5th, and 6th Milestones were along the Middle Road—the 4th was on the present Fifth Avenue between 45th and 46th Streets, the 5th was near 66th Street, and the 6th was between 85th and 86th Streets. The 7th Milestone on the Harlem Bridge Road stood near the line of East 105th Street west of Park Avenue, and the 8th Milestone on the line of East 125th Street west of Third Avenue.[18]

The Bridges Map of 1811, while delineating the 4th, 6th, and 8th Milestones along the Middle and Harlem Bridge Roads, fails to indicate either the 5th or 7th Milestones of this series; and it is possible that these two stones may have disappeared sometime during the ten years which followed their erection in 1801 and the date of the Randel survey which was plotted on the Bridges Map. Colton's Map of Manhattan Island in 1836 does not indicate the stones along the Middle Road, and entirely omits the Harlem Bridge Road, which had been recommended for obliteration in the street plan submitted in 1811.[19]

The submission in 1811 of a new street plan for the future development of New York City into the upper regions of the island, commonly called the Commissioners' Plan, called for the elimi-

[18] The exact locations of these stones are indicated in the checklist, Part II, *post*.

[19] Of special value in connection with the milestones of the Series of 1801 is a manuscript map in The New-York Historical Society entitled: *Eastern Post Road, 46 St. & 5 Ave. to New Rochelle. Surveyed about 18–*. This chart indicates all the milestones along the Middle Road and the New Boston Post Road as far north as New Rochelle in Westchester County, and also the 4th, 5th, and 6th Milestones (Series of 1769) along the old Post Road. The Middle Road and the new "Post Road" (New Boston Post Road) leading to Harlem Bridge are both indicated on the Bridges Map (1811).

nation of many thoroughfares in the country districts not yet covered by the city. Included among the roads marked for eventual obliteration were the Harlem Bridge Road and a large section of the old Post Road. Consequently, the gradual elimination of these highways also meant the elimination of some milestones. Many years elapsed, however, before the section of the Post Road between 23d and 110th Streets was effaced by the growing city.

The William Bridges Map of Manhattan Island in 1811, adapted from the survey prepared for the Commissioners between 1807 and 1811 by John Randel, Jr., does not indicate the 1st, 2d, 3d, 4th, and 5th Milestones along the old Post Road, though it delineates the stones from six to fourteen in the northern section of the Island. It is interesting to note that this chart indicates the Post Road stones as gauged as in 1769 from the old Wall Street City Hall and not from the City Hall in the present City Hall Park which was then in use though not finished.

It is possible, though by no means certain, that some time between 1789, when Colles indicated each milestone on his road survey, and the date of the final completion of the Randel survey the first five stones ceased to exist. Randel was a very competent surveyor and, considering the detail of his plan and the fact that he indicated the northern milestones, it does not seem likely that he would have omitted the positions of the first five stones if they were still in place.[20]

Some of the old Post Road stones of the Series of 1769 which Bridges does not show were still in place in the closing years of the 18th century and in the first decade of the new century. The 2d Milestone, for instance, was still in place in April 1797 when reference was made to it in the minutes of the Common Council.[21]

[20] A copy of the Bridges map is in The New-York Historical Society, and it bears this title: *This Map of the/ City of New York/ and/ Island of Manhattan/ as laid out by the/ Commissioners appointed by the Legislature/ April 3d 1807 is Respectfully Dedicated to the/ Mayor, Aldermen, and Commonalty thereof/ By their most Obedient Servant/ Wm Bridges/ City Surveyor.* The map was engraved by P. Maverick and was entered according to Act of Congress, November 16, 1811.

[21] *Minutes of the Common Council of the City of New York, 1784–1831*, II: 336.

The 3d Milestone was in place in 1801, for it was mentioned in the Common Council's decision to erect new stones that year, and it still existed in June 1807 when reference was again made to it in the Council minutes.[22] The 4th and 5th Milestones were in place in 1801 and probably later, for they are indicated on an undated chart of the New Boston Post Road[23] which also indicates the stones of the Series of 1801 along the Middle and Harlem Bridge Roads.

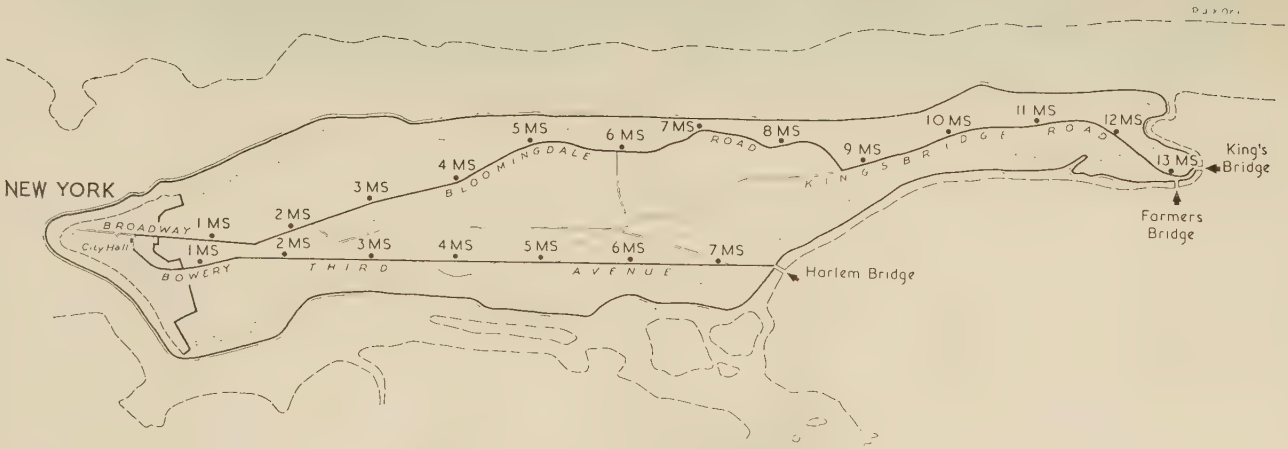
In addition to the stones along the old Post Road, Bridges also shows the locations of the 4th, 6th, and 8th Milestones of the Series of 1801 along the Middle and Harlem Bridge Roads. This map has a very interesting feature in delineating a 7½ Milestone on the old Post Road between the 6th and 7th Milestones of 1769. This location is marked as being at the northwest corner of a junction of the main highway and a Cross Road which ran westward to the Bloomingdale Road between the lines of the present 93d and 96th Streets. This stone, which was in the present Central Park several hundred feet west of Fifth Avenue on the south line of 90th Street, is not shown on the Colles Map of 1789. It probably gauged the distance from the City Hall by way of the Bloomingdale Road and the Cross Road. The Bloomingdale Road was an important thoroughfare which parted from the Post Road at 23d Street and headed up the west side of the Island in a direction parallel to the Post Road. The distance from the City Hall to this milestone, measured by way of the Post Road to 23d Street, thence along the Bloomingdale Road, and then eastward along the Cross Road to its junction with the Post Road measures about seven miles and one half.

The Series of 1813

The completion in 1812 of the new City Hall in City Hall Park necessitated a resetting of milestones if their locations were

[22] *Ibid.*, II: 708; IV: 467, 479.
[23] Cf. note 19, *ante*.

MANHATTAN ISLAND MILESTONES



Showing the milestones of the SERIES OF 1813 along BROADWAY and the BLOOMINGDALE and KINGSBRIDGE ROADS.

Showing the milestones of the SERIES OF 1822-1823 along the BOWERY and THIRD AVENUE.

to be kept in true conformity from a point of origin at the center of municipal government. The distance between the old City Hall in Wall Street and the new structure in The Park measured, by way of Wall Street, Broadway, and Park Row, over a hundred feet more than half a mile.[24]

On May 10, 1813, when the city government was established in the new building, the Common Council ordered the Road Committee to take measures to place milestones "at proper places on the Island"—"The Measurement to commence from the City Hall."[25] As a result of this northward shifting of milestones, the 14th Milestone was removed to the Westchester mainland near Spuyten Duyvil Creek, leaving only thirteen stones on Manhattan Island along the Kingsbridge highway in place of the fourteen which had marked distance since 1769.

There is good reason to believe that the milestones of the Series of 1813 were erected along lower Broadway and along the Bloomingdale and Kingsbridge Roads instead of along the old Post Road as in 1769. The Bloomingdale Road in the 18th century branched from the Post Road at 23d Street and ran along the line of the present Broadway to a point of termination on the high ground overlooking the Hudson River near Columbia University. In places north of the seventies the roadway swerved from side to side of Broadway, but its general course closely approximated the line of this now heavily travelled thoroughfare. Later it was extended northward by way of Old Broadway and Hamilton Place to join the Kingsbridge Road at what is now St. Nicholas Avenue and 147th Street.

By the early 19th century, however, a change had taken place in the point of origin of the Bloomingdale Road. Broadway had been laid out as far north as 10th Street, and the northward prolongation of that street—not yet called Broadway—fell into the line of the Post Road at Union Square, less than half a mile

[24] Twenty-Third *Annual Report* (1918), American Scenic and Historic Preservation Society, 241.

[25] *Minutes of the Common Council of the City of New York, 1784 1831* (N. Y.: 1917), VII: 463.

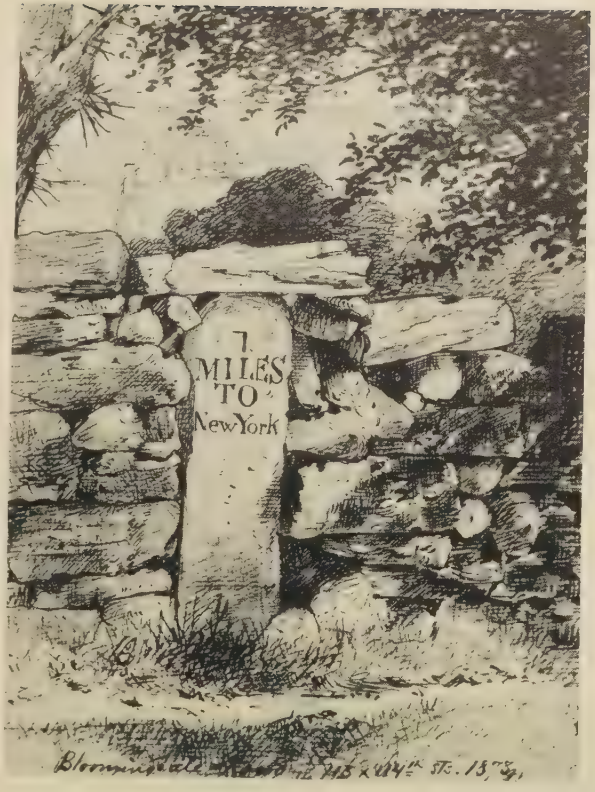
below the original junction of the Post and Bloomingdale Roads. Bridges and other early 19th-century mapmakers indicate the point of origin of the Bloomingdale Road as low as 10th Street where Broadway terminated, and from that point it followed the road to Union Square, then up to 23d Street, and then along its ancient course northward into the Bloomingdale district.

On August 23, 1813, among the accounts passed by the Common Council, Uzal W. Freeman, the City Surveyor, was allowed $123.81 for "Mile Stones."[26] The assumption that the milestones of the Series of 1813 were erected along the Bloomingdale Road is this: The Bridges Map of 1811, which marks the locations of the other stones on the Island, does not indicate any stones along the Bloomingdale Road. However, three years later an advertisement in the *Mercantile Advertiser* for December 10, 1814, offered for rental the Eden Farm "at Bloomingdale," and it mentioned that the property was "near the four mile stone." This farm extended as far south as West 41st Street in the Times Square area.[27] More important, though, are the field drafts which were prepared by the noted surveyor John Randel between 1818 and 1820 for his map of Manhattan Island farms, which definitely indicate five milestones along the Bloomingdale Road.[28] Therefore, sometime during the second decade of the 19th century a set of stones was erected along this road. The available evidence

[26] *Ibid.*, VII: 550.

[27] Hopper Striker Mott, *The New York of Yesterday: A Descriptive Narrative of Old Bloomingdale* (N. Y.: G. P. Putnam's Sons, 1908), 3, citing *Mercantile Advertiser*, December 10, 1814. The 4th Milestone on the Bloomingdale Road stood at Broadway and West 57th Street. See the list in Part II, *post*.

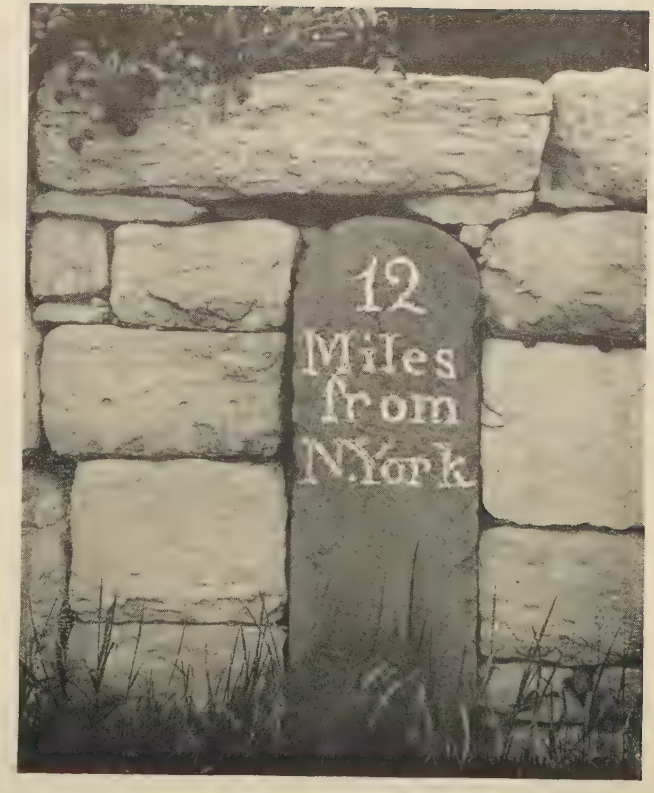
[28] The Randel map of farms on Manhattan Island, 1818–1820, is the most detailed survey of the Island at that time. Randel's original field drafts are now in The New-York Historical Society, and the completed manuscript charts, bound in four volumes, are preserved in the Map Room (Room 2134), Division of Design, of the Department of Borough Works in the Municipal Building, New York City. The four-volume set bears this title: *THE/ CITY OF NEW YORK/ as laid out by the Commissioners/ Appointed by an Act of the Legislature passed 3rd April 1807/ Consisting of 92 MAPS in four volumes/ laid down on a scale of 100 feet to an inch/ by their Secretary and Surveyor/ John Randel Junr/ 1820*. The field drafts, however, in The New-York Historical Society delineate many points of information—including the milestones—which Randel did not show on his finished charts. The Bloomingdale Road milestones which he indicates are to be found in the checklist, Part II, *post*.



7TH MILESTONE

Series of 1813 on the Bloomingdale Road

Pen-and-ink sketch by an unidentified artist, 1873



12TH MILESTONE

Series unknown (probably 1813) on the Kingsbridge Road

points to the fact that this must have been done in accordance with the Council's resolution in May 1813, and this belief is further bolstered by the fact that the stones along lower Broadway and the Bloomingdale Road mark the distance from the City Hall in The Park and not from the old structure in Wall Street.

The 1st Milestone of this series, located on the west side of Broadway just south of Houston Street, agrees in distance of one mile from the City Hall. The 2d Milestone apparently was on the Bloomingdale Road in the vicinity of 19th Street. The 3d Milestone on the Bloomingdale Road was near 37th Street; the 4th was at 57th Street; the 5th was near 74th Street; the 6th was at 94th Street; the 7th was near 112th Street; and the 8th was near 132d Street. The milestones north of the 8th Milestone were located along the Kingsbridge Road. The Series of 1813 may have included, in new positions, some of the remaining stones of the Series of 1769 or 1801, or perhaps the entire set was cut anew in 1813.

In 1813, in accordance with the regauging of distance, the 9th Milestone on the Kingsbridge Road was relocated from 133d Street—the site of 1769—to 151st Street to conform in distance from the 8th Milestone on the Bloomingdale Road near 132d Street. The 10th Milestone was moved from 153d Street to a point near 170th Street. The 11th Milestone was moved from near 170th or 171st Street to a position at or near 190th Street. The 12th Milestone was moved from near 190th Street to a site just south of the Dyckman House at 204th Street, and the 13th Milestone was moved from near 204th Street to a point a few feet northwest of the corner of Broadway and 225th Street. The 14th Milestone, originally placed in what is now the Harlem Ship Canal, no longer marked distance on Manhattan Island.[20]

Old residents remembered several of the Bloomingdale Road stones in their later days. Hopper Striker Mott recalled the location of the 4th Milestone "at Fifty-fourth Street during our boy-

[20] The exact locations of these stones, with supporting evidence, are indicated in the checklist, Part II, *post*.

hood, which was marked 'Four miles from N. Y.' "[30] John Austin Stevens reported in 1867 that the 5th Milestone was standing near the corner of Broadway (Bloomingdale Road) and West 74th Street, and the 6th Milestone "near 96th Street, in front of the property of Dr. Williams."[31] The New-York Historical Society owns a little pen-and-ink sketch, dated 1873, of the 7th Milestone which then stood on the Bloomingdale Road between 113th and 114th Streets.

The Series of 1822–1823

The opening of Third Avenue, recommended in 1811, afforded a more direct route from the city to the crossing at Harlem Bridge than either the old Post Road or the route by way of the Middle and Harlem Bridge Roads—the latter a section of the New Boston Post Road. By the early 1820's Third Avenue was the main northerly outlet for traffic on the Bowery and along it rode the stagecoaches to Boston. It was now of sufficient importance to warrant the erection of a set of milestones for the convenience of travellers.[32]

On December 23, 1822, the Common Council passed another resolution for a new series of milestones on Manhattan Island:

> Resolved that the Street Commissioner cause the Road from the [City] Hall up Chatham St. to the Bowery up the Bowery to the third Avenue up said Avenue to Harlaem Bridge to be measured and Mile Stones put up.[33]

On January 20, 1823, in the accounts of the Common Council, mention is made that Francis P. Vidal, surveyor, was to be al-

[30] H. S. Mott, "Notes on Milestones," in F. B. Kelley, comp., *Historical Guide to the City of New York* (N. Y.: 1913), 376a. The original site of the 4th Milestone was at 57th Street.

[31] John Austin Stevens, ed., *Colonial Records of the New York Chamber of Commerce, 1768–1784, with Historical and Biographical Sketches* (N. Y.: J. F. Trow and Co., 1867), 314.

[32] The opening of Third Avenue was recommended on May 20, 1811, and legal measures were authorized on August 17, 1817—Twenty-Third *Annual Report* (1918), American Scenic and Historic Preservation Society, 241, note.

[33] *Minutes of the Common Council of the City of New York 1784–1831*, XII: 615.

lowed $11.46 for "Surveying road from City Hall to Harlem Bridge."[34]

In consequence of this resolution, seven marble milestones were erected—one on the west side of the Bowery opposite Rivington Street, and six along Third Avenue near East 16th, 37th, 57th, 77th, 96th, and 116th Streets.[35]

The man who cut and supplied the stones was Francis Kain (*c.* 1786–1844), a marble cutter who had a marble yard at 359 Greenwich Street, on the east side of the thoroughfare between Harrison and Franklin (formerly Provost) Streets. Kain's name first appeared in the New York *Directory* in 1819 when he was listed as a "sculptor" with a marble yard at 335 Greenwich Street, located between Duane and Jay Streets. He was also listed at this address in the *Directory* for 1820–1821, but in 1821–1822 he was listed on the adjoining property at 337 Greenwich Street, at the southeast corner of Greenwich and Jay Streets. In 1822 he was listed at 357 Greenwich Street, which lay two blocks farther north. In the *Directory* for 1823–1824, and continuing until 1839 when his name ceased to be listed, he was located at 359 Greenwich Street, which adjoined No. 357.

Though Kain was listed as a "sculptor," he was, in essence, a marble cutter who, with his brother James, ran a marble manufactory at the various Greenwich Street addresses for twenty years. The Kains had a ready supply of Westchester County marble available from a quarry at Tuckahoe on the Bronx River which had been worked since 1820. Francis Kain, in company, first with James Mocherie who purchased the Tuckahoe lands in 1823, and later with Abijah Morgan, loaded the marble into heavy wagons and sent it six miles down the road to Eastchester Landing, and then by sloop down the Hutchinson and East Rivers to New York. The Eastchester marble boats which went from the Landing—such as the *Eliza Miller*, the *Charming Sally*,

[34] *Ibid.*, XII: 690.

[35] The exact locations of these stones, with supporting evidence, are indicated in the list, Part II, *post*.

THE KAIN VAULT AT EASTCHESTER, NEW YORK

Photograph by Richard J. Koke, 1949

Here, in the graveyard of St. Paul's Church at Eastchester, close to the marshes of the winding Hutchinson River in Westchester County, lie the remains of Francis and James Kain who owned the New York marble manufactory at 359 Greenwich Street where the seven milestones of the Series of 1822–1823 were cut. James Kain, who then resided at 12 Harrison Street in New York, died on April 23, 1838, and he was buried in the churchyard at Eastchester (New York *Evening Post*, April 23, 1838). After James' death Francis gave up the marble works on Greenwich Street and apparently retired to Westchester County where he died on June 11, 1844, at the age of fifty-eight, and he was described in the obituary notice in the New York *Evening Post*, June 12, 1844, as being "of Eastchester." On September 5, 1844, his mother, Mrs. Agnes Kain, also died at Eastchester at the age of eighty-three (*ibid.*, September 6, 1844). The vault in the Eastchester churchyard, facing the highway along which the Kain marble wagons had made their way from Tuckahoe to Eastchester Landing, bears this inscription:

FRA^{S}. & JA^{S}. KAINS
Family Vault

the *Miller's Damsel*, and the *Henrietta Jane*—were a familiar sight in the Westchester waters prior to the opening, in 1844, of the New York and Harlem Railroad which afforded a better outlet for the Tuckahoe quarry.

The marble quarry was extended as the 19th century progressed, and stone from Tuckahoe went into the construction of the United States Assay Office in Wall Street, A. T. Stewart's Marble Palace on Fifth Avenue, the Brooklyn City Hall, into many large and expensive buildings along the Atlantic and Gulf coasts from Boston to New Orleans, such as the General Post Office in Washington and the New Orleans Custom House, and into many homes and monuments, among them being the monument to Thomas Addis Emmet (1764–1827) in St. Paul's Churchyard in New York. A number of references to Francis and James Kain in the Common Council minutes from 1820 to 1831 pertain to James' appointment as a fireman, violations of city ordinances, irregularities of an election, and other matters.

In 1827 the Kains were commissioned by the Common Council to erect a white marble monument over the grave of John Paulding, one of the captors of Major John André in the cemetery at Van Cortlandtville in Westchester County. In June 1828 Francis Kain and others petitioned the Council to have the Duane Street sidewalks paved between Hudson and West Streets, and three months later, in September, various property-owners in Provost Street remonstrated to the Council against having to pay for the repaving of the streets and sidewalks, "alledging that the hot water issuing from the Steam Mill of Mess[rs] Kains Marble Manufactory was the occasion of injuring the Pavement and they were of opinion that the expense of repaving should be borne by Mess[rs] Kane." Provost Street was just around the corner from the Kain marble yard on Greenwich Street.

Coming back to the subject of the milestones of the Series of 1822–1823 which had their inscriptions chiseled in the Greenwich Street workyard, the Common Council entered the notation in its minutes on May 12, 1823, that Francis Kain was paid

$84.00 for "7 marble mile stones"—a cost of $12.00 per stone.[36] All of these stones are indicated on Colton's map of the Island in 1836. Five milestones of this series stood on their original sites until recent years. The 1st, 5th, and 7th Milestones are now preserved in The New-York Historical Society, and the 2d and 4th Milestones in the Museum of the City of New York.

The milestones of the Series of 1822–1823, in so far as available records indicate, seem to have been the last milestones erected by the public authorities on Manhattan Island. In the years which followed New York grew at an amazing rate. Third Avenue became a popular speedway for trotters and fast horses, and along it journeyed the merrymakers who sought out Cato's Tavern near 54th Street and the Hazard House at 84th Street, which was a famous resort and stopping-place for the Danbury Post Coaches. In consequence of the popularity of Third Avenue, along which a line of omnibuses was established to Harlem in the 1830's, the old Post Road which branched from Madison Square at 23d Street was finally closed as a highway in 1839 after having served the needs of the traveller since the days of the aborigines.[37]

Cast-iron markers succeeded the old milestones. On February 14, 1825, only two years after the last series of stones had been erected, William M. Summers, a hardware merchant of No. 58 Bowery, petitioned the Common Council "that the Cast Iron Mile marks by him invented may be placed on the Roads under

[36] For payment for the milestones see *Minutes of the Common Council of the City of New York, 1784–1831*, XIII: 75. For references relating to the Kains see *ibid.*, XI: 151; XV: 345, 752; XVI: 127, 550, 565, 618, 762; XVII: 14, 29, 53, 227, 257, 374, 486; XIX: 365, 613, 706. The *Directory* for 1838–1839 contains the last listing of Francis and James Kain at 359 Greenwich Street, after which the ownership of the marble yard was taken over by William and Daniel Rankin. William Rankin appears as a "stone cutter" at 359 Greenwich Street in the *Directory* for 1839–1840, but after 1842 he was listed as a "marble worker." Daniel Rankin took over the management of the property in 1850. William Perris' *Maps of the City of New York* in 1853, volume III, map 33, has proven of great use in determining the location of the Greenwich Street marble works owned by the Kains and the Rankins. For the quarries in Westchester County and the activities of Francis Kain at Tuckahoe see J. Thomas Scharf, *History of Westchester County, New York*, II (Philadelphia: 1886), 736; and John C. Smock, "Building Stone in New York," in *Bulletin*, New York State Museum, September 1890, 234–35, 292–94, 312.

[37] Stephen Jenkins, *The Old Boston Post Road*, 111, 112.

4TH MILESTONE

Museum of the City of New York

5TH MILESTONE

The New-York Historical Society

Series of 1822–1823 on Third Avenue
Francis Kain, stonecutter

Photographs by Dr. George W. Nash, 1903

the direction & authority of the Common Council." This petition was referred to the Road Committee.[38]

J. H. Colton's map of Manhattan Island in 1836[39] indicates many of the milestones on the Island. The 6th, 7th, and 8th Milestones of the Series of 1769 along the old Post Road, which Bridges had indicated in 1811, are not shown on the Colton map. These three stones may have disappeared by 1836, or they may have been reset along the Bloomingdale Road in 1813 near 94th, 112th, and 132d Streets in accordance with the regauging of distance from the new City Hall. Colton indicates the 1st Milestone of the Series of 1813 at Broadway and Houston Street and

[38] *Minutes of the Common Council of the City of New York, 1784–1831,* XIV: 318. Summers appears in Longworth's New York *Directory* for 1825–26.

[39] A copy of this chart, published by Colton in New York in 1836, is in The New-York Historical Society. The title reads: *TOPOGRAPHICAL MAP/ OF THE/ City and County/ of/ NEW-YORK,/ and the adjacent Country:/ With Views in the border of the principal Buildings, and interesting Scenery of the Island.*

those along the Bloomingdale and Kingsbridge Roads, as well as the more recent stones of the Series of 1822–1823 along the Bowery and Third Avenue. The Harlem Bridge Road which branched from Fifth Avenue at 91st Street, does not appear on the Colton chart, and consequently the milestones of the Series of 1801 which stood along that roadway were probably no longer in use.

Two newspaper items of 1843 and 1844 give an interesting account of the removal of the 1st Milestone which stood on the west side of Broadway about twenty feet south of Houston Street. Reference was made to this stone in an undated theater program, possibly *circa* 1820–21, which called attention to a performance of the "African Company" at the

THEATER
IN MERCER STREET
In the rear of the 1 Mile Stone
Broadway[40]

An exact account of the disappearance of this stone appeared in the *New York Commercial Advertiser* on Wednesday, December 13, 1843, which reads as follows:

CURIOUS RELIC OF THE PAST–GROWTH OF THIS CITY –Workmen engaged in digging up the street, on the corner of Houston and Broadway, threw up on Saturday, with their spades, an old mile stone, on which was cut 'One mile to New York.' This stone was placed there years ago, when that part of the city was country. Where the Astor House now stands was then the heart of the metropolis; where the mile stone was found, is now the center.

There was not much digging in the case, we suspect, for the stone was in its place, at the edge of the sidewalk, not many weeks ago. We noticed its absence about a month since, having continually noticed its presence for more than twenty years—in fact nearer thirty. It was there when the writer of this paragraph was a school-boy in Mr. Windsor's academy, nearly opposite Niblo's—the site of the Garden being then a vacant lot, surrounded by a high fence. Houses in that part of Broadway were few

[40] *Harper's Magazine*, LXXIX (June-November 1889), 133. Mercer Street was one street west of Broadway. This is the milestone which old residents remembered as being in front of St. Thomas' Church at Broadway and Houston Street.–F. B. Kelley, comp., *Historical Guide to the City of New York*, 375.

and far between; and the writer remembers that, living in the Bowery, near Vauxhall Garden, he used to take almost a diagonal course, 'across lots,' from the school to his place of residence. The mile stone has been looked upon for years as almost the only relic in that part of the city, of Broadway as it was in the 'teens of the nineteenth century. Now it too is gone and there is nothing to recall the pleasures and the pains of boyhood.

The second account written by "KNICKERBOCKER," which appeared in the *Evening Post for the Country* on Wednesday, January 3, 1844, offers an interesting suggestion that The New-York Historical Society, then housed in the New York University building on Washington Square, should take action to ascertain the whereabouts of the milestone. "KNICKERBOCKER" wrote:

Mr. Editor—I observe with horror and indignation that the Vandals have removed the old mile stone, which has stood in Broadway about twenty feet below Houston street, for so many years that 'the memory of man runs not to the contrary.' It was there in the Revolutionary war, and in the old French war.[41] There it stood ages ago, with its cheering inscription (not yet obliterated by time and the elements) '1 mile to New York.' It was the limits of the excursions into the country of the old Governors Peter Minuit, Wouter Van Twiller, Kieft and Rip Van Dam; and in later years, when the roads were opened, it gladdened the eyes of weary travellers from Albany and Boston, to see that they were 'within one mile of New York'—It has been for a long time past one of the most interesting and cherished antiques in New York—What changes it has witnessed; generations of men have passed away; it has witnessed wars, pestilence, adversity, and prosperity; the green grass and waving trees, and singing birds, have all disappeared and paved streets, and thick rows of houses, and throngs of men, and gorgeous equipages, have usurped their places. There stood the old mile stone—the only thing unchanged. The Dutch and the English, and the Yankees, have all spared it—yes, and guarded and protected it. The great city had embraced it, and instead of marking the spot '1 mile from New York,' it has for many years marked a spot from which the traveller must go more than '1 mile to get out' from New York.

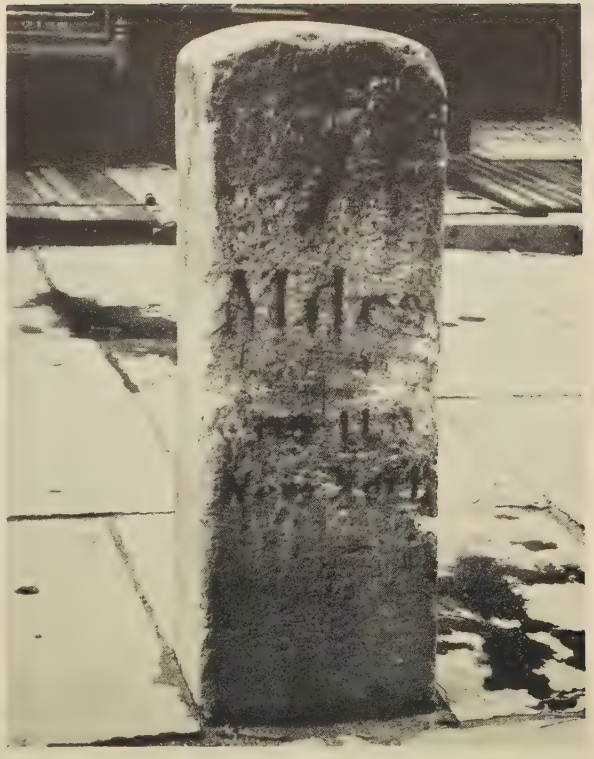
Who could have been so fiendish as to demolish this time honored citizen? Will not the Alderman of the ward see that it is restored? Will not the Mayor vindicate the rights of the ancients, and the good taste of his dominion, by recovering and reinstating the old mile stone? Will not the

[41] Obviously, an error. The earliest records indicate that the first milestones on Manhattan Island were erected in 1769.

7TH MILESTONE

Series unknown

St. Nicholas Avenue near 116th Street



7TH MILESTONE

Series of 1822–1823 on Third Avenue

Francis Kain, stonecutter

Historical Society come in and aid the restoration? Will not you, Mr. Editor, come too, with pen potential, and right (write) it up?

KNICKERBOCKER

And so, the remaining stones went one by one, disappearing quietly in the path of the metropolis as it surged northward over the Island during the 19th century. Of the nine stones which survive today none is on its original site. One is of the Series of 1769, five are of the Series of 1822–1823, and three are of series unknown. The three milestones of series unknown—the 7th Milestone (a second stone) and the 11th and 12th Milestones—are of the Series of 1769, 1801, or 1813, but in the absence of inscribed dates on their surfaces similar to the date cut on the 9th Milestone (1769), and due to the fact that they were reset early in the 19th century, when some—if not all—of the stones may have been recut, their exact dates, cannot be ascertained from what is known of their later locations.[42]

II

ORIGINAL LOCATIONS OF MILESTONES ON MANHATTAN ISLAND

The locations of the Manhattan Island milestones in the lists which follow have been determined as closely as possible from the best sources. The checklist which appears in I. N. P. Stokes' *Iconography of Manhattan Island* (III: 960–61) is valuable, but inaccuracies and omissions occur.[43] Dr. Edward Hagaman Hall's

[42] For the surviving stones and their history, see Part VII, *post*.

[43] Stokes falls into error in regard to the positions of some of the milestones of the Series of 1769. For example, in so far as definitely ascertained stones are concerned, Stokes says that the 7th Milestone was located between 98th and 99th Streets, but Bridges, with greater accuracy, places it between 97th and 98th Streets. Stokes says that the 10th Milestone was on 153d Street between Amsterdam and St. Nicholas Avenues, whereas John Randel and Bridges place it accurately at the southwest corner of St. Nicholas Avenue and 153d Street. Stokes states that the 13th Milestone originally stood on Broadway at 204th (formerly Hawthorne) Street, but this was a later location, its first site being east of Broadway between Academy and 204th Streets, probably near the line of Vermilyea Avenue. He likewise omits mention of the milestones along the Bloomingdale Road.

study in the Twenty-Third *Annual Report* (1918) of the American Scenic and Historic Preservation Society (pp. 240–249) is scholarly and complete in so far as his available data was concerned, but Hall was unacquainted with the various series of milestones other than that of 1769, and additional information has since come to light—as he, himself, anticipated—from the published minutes of the Common Council from 1784 to 1831 to supplement and clarify some of his statements.

George Sproule's map of 1778, the British Headquarters Map of 1782, the Colles Road Map of 1789, the Bridges Map of 1811, the original field drafts of John Randel's map of Manhattan Island farms in 1818–1820, and the Colton Map of the Island in 1836 have all proved of great help in determining the locations of the milestones.[44]

The Bridges Map, adapted from the Randel survey prepared for the Commissioners, has also been helpful in delineating the old roads in relation to modern streets; but as the street plan which Bridges illustrates was not laid out north of 155th Street, the milestones which he indicates along the Kingsbridge Road north of that point cannot be located with the same precision as those from six to ten which are marked with exactitude along the road within the area of plotted streets. Colton's Map, likewise, due to the absence of all the plotted streets in the northern district, is not too precise in locating the stones in upper Manhattan Island with relation to modern thoroughfares. Consequently, their locations have been judged as best as is possible by a comparison and study of related maps, by mathematical computations from milestone to milestone, and by their relation to known landmarks. The original field drafts of the Randel Map of Manhattan Island farms, 1818–1820, now in The New-York Historical Society, have been of inestimable value in depicting the old thoroughfares and the milestones of the Series of 1813 along the Bloomingdale Road. An undated early 19th-century manuscript map of the New Boston Post Road—also in The New-

[44] These charts may all be seen in The New-York Historical Society.

York Historical Society (see note 19, *ante*)—which shows the Middle Road and the milestones of the Series of 1801 has also been helpful in locating the positions of some milestones of the Series of 1769 north of the 4th Milestone on the old Post Road.

Series of 1769

Milestones erected along the Post Road leading from New York to Kingsbridge

1st MILESTONE. Site: The Bowery (Post Road), west side, about one-hundred feet south of Canal Street.

The Colles Road Map, 1789, indicates this stone just north of Chatham Square. If we measure back one mile from the 2d Milestone, located at Astor Place and Fourth Avenue, the 1st Milestone should have been just south of Canal Street.—Edward Hagaman Hall in Twenty-Third *Annual Report* (1918), American Scenic and Historic Preservation Society, 241–42.

2d MILESTONE. Site: Fourth Avenue (Post Road), at the southwest corner of Astor Place. (British Headquarters Map, 1782; Colles Road Map, 1789.)

3d MILESTONE. Site: Post Road (obliterated) about where Madison Avenue and East 26th Street intersect, or a short distance northeast of that point. (British Headquarters Map, 1782; Colles Road Map, 1789.)

Stokes (*Iconography*, III: 960) says that the 3d Milestone stood on the north side of 27th Street, 150 feet east of Madison Avenue. E. H. Hall (*op. cit.*, 242) locates the stone at 26th Street "just east of Madison Avenue." Mathematical computation seems to place the stone nearer to 26th Street, where the Post Road crossed on the line of Madison Avenue. The highway then proceeded in a northeast direction and bisected 27th Street roughly about 150 or 175 feet east of Madison Avenue.

4th MILESTONE. Site: Post Road (obliterated), west side, at what is now the east side of Third Avenue, midway between East 45th and East 46th Streets. (British Headquarters Map, 1782; Colles Road Map, 1789; Map of the [New] Eastern Boston Post Road, 18–, NYHS.)

Stokes (*op. cit.*, III: 960) says that the 4th Milestone was on the north side of 46th Street, west of Third Avenue, though his map (*ibid.*, III: Plate 176) shows the stone about one-hundred feet east of Third Avenue between 46th and 47th Streets. E. H. Hall (*op. cit.*, 242–43) says that the milestone appears to have been at 45th Street, about two-hundred feet east of Third Avenue. The map of the (New) Eastern Boston Post Road, cited above, indicates this stone on the Post Road opposite the head of a lane which

branched eastward towards the East River and Turtle Bay. This road joined the main highway at a point midway between 45th and 46th Streets.

5th MILESTONE. Site: Post Road (obliterated), west side, at what is now the west side of Second Avenue at East 62d Street or a few feet north. (British Headquarters Map, 1782; Colles Road Map, 1789; Map of the [New] Eastern Boston Post Road, 18–, NYHS.).

Stokes (*op. cit.*, III: 960) says that the 5th Milestone was on the south side of 63d Street, west of Second Avenue. E. H. Hall (*op. cit.*, 243) points out that the British Headquarters Map of 1782 shows the 5th Milestone as being located on the Post Road opposite its junction with a farm road which ran towards the East River. The Bridges Map of 1811 indicates that this farm road joined the Post Road between 62d and 63d Streets. Measuring back one mile from the location of the 6th Milestone, the 5th Milestone would be located at 62d Street or a few feet north of that point.

6th MILESTONE. Site: Post Road (obliterated), west side, at what is now the northwest corner of Third Avenue and East 81st Street. (British Headquarters Map, 1782; Colles Road Map, 1789; Map of the [New] Eastern Boston Post Road, 18–, NYHS; Bridges Map, 1811.)

The map of the (New) Eastern Boston Post Road, 18–, indicates the 6th Milestone alongside the *old* Post Road just south of the monument located at Third Avenue and 81st Street on the division line between the New York and Harlem commons. If this is correct, the 6th Milestone may have originally been located on the Post Road probably between 80th and 81st Streets. The monument is indicated on the Bridges Map, 1811.

7th MILESTONE. Site: Post Road (obliterated), west side, in what is now Central Park west of Fifth Avenue, between 97th and 98th Streets. (British Headquarters Map, 1782; Colles Road Map, 1789; Bridges Map, 1811.)

8th MILESTONE. Site: St. Nicholas Avenue (Post Road), west side, between West 115th and West 116th Streets. (British Headquarters Map, 1782; Colles Road Map, 1789; Bridges Map, 1811.)

9th MILESTONE. Site: St. Nicholas Avenue (Post Road), west side, exactly opposite the north line of West 133d Street. (British Headquarters Map, 1782; Colles Road Map, 1789; Bridges Map, 1811.)

10th MILESTONE. Site: St. Nicholas Avenue (Post Road) and West 153d Street, southwest corner. (British Headquarters Map, 1782; Colles Road Map, 1789; Bridges Map, 1811, and a precise note as to its position in John Randel's reminiscences in *Manual of the Common Council of the City of New York* [*Valentine's Manual*], 1864, p. 854.)

11th MILESTONE. Site: Broadway (Post Road), west side, near West 170th or West 171st Street. (British Headquarters Map, 1782; Colles Road Map, 1789; Bridges Map, 1811.)

12th MILESTONE. Site: Broadway (Post Road), west side, at or near West 190th Street. (British Headquarters Map, 1782; Colles Road Map, 1789; Bridges Map, 1811.)

Stokes (*op. cit.*, III: 960) states that the 12th Milestone stood two-hundred feet north of 190th Street, while E. H. Hall (*op. cit.*, 245) says that the stone was located at or just south of 190th Street. A careful check between the Bridges Map of 1811 and the Randel survey of farms, 1818–20, in the Municipal Building, seems to place this milestone a few feet north of West 190th Street, about opposite Fairview Avenue.

13th MILESTONE. Site: Post Road (obliterated), west side, at a point east of Broadway between Academy and West 204th Streets, probably near the line of Vermilyea Avenue or a little east. ("A Survey of the Defile and that Part of York Island Adjacent to Fort Knyphausen, Surveyed and Drawn by Lieut. George Sproule of the 16th Regt. of Foot, Assist. Engineer," November 1778, in the Sir Henry Clinton Headquarters Maps, Clements Library, Ann Arbor, Michigan; British Headquarters Map, 1782; Colles Road Map, 1789.)

14th MILESTONE. Site: Broadway (Post Road), west side, in what is now the Harlem Ship Canal. (British Headquarters Map, 1782.)

Colles Road Map, 1789, indicates the 14th Milestone north of Hyatt's Tavern, which stood on Broadway north of 225th Street. The Bridges Map, 1811, indicates this stone on the west side of the Post Road (Broadway), north of the Harlem Ship Canal but south of Hyatt's Tavern. The position shown by Bridges would probably be at a point slightly northwest of the corner of Broadway and 225th Street.

Series of 1801

Milestones erected along the Middle Road and the New Boston Post Road (Harlem Bridge Road) leading to Coles' Bridge

4th MILESTONE. Site: Fifth Avenue (Middle Road), west side, between 45th and 46th Streets. (Map of the [New] Eastern Boston Road, 18–, NYHS; Bridges Map, 1811.)

5th MILESTONE. Site: Fifth Avenue (Middle Road), west side, at or near 66th Street. (Map of the [New] Eastern Boston Post Road, 18–, NYHS.)

6th MILESTONE. Site: Fifth Avenue (Middle Road), west side, between 85th and 86th Streets. (Map of the [New] Eastern Boston Post Road, 18–, NYHS; Bridges Map, 1811.)

7th MILESTONE. Site: New Boston Post Road (Harlem Bridge Road) (obliterated), west side, on the line of East 105th Street about 150 feet west of Park Avenue. (Map of the [New] Eastern Boston Post Road, 18–, NYHS.)

8th MILESTONE. Site: New Boston Post Road (Harlem Bridge Road) (obliterated), west side, now on the line of the south side of East 125th Street about 150 feet west of Third Avenue. (Map of the [New] Eastern Boston Post Road, 18–, NYHS; Bridges Map, 1811.)

Series of 1813

Milestones erected along Broadway and the Bloomingdale and Kingsbridge Roads

1st MILESTONE. Site: Broadway, west side, about twenty feet south of Houston Street. (Colton Map, 1836.)

2d MILESTONE. Site: Not determined with precision.

The Randel MSS map of farms, 1818–20, field draft, No. 10 (NYHS), has a marking on the west side of the Bloomingdale Road at 19th Street which seems to be "2MS"—which may mark the position of the Milestone.

3rd MILESTONE. Site: Broadway (Bloomingdale Road), west side, between West 37th and West 38th Streets. (Randel's MSS map of farms, 1818–20, field draft, No. 21, NYHS.)

The Colton Map, 1836, indicates the 3d Milestone at the southwest corner of Broadway and 37th Street.

4th MILESTONE. Site: Broadway (Bloomingdale Road), west side, in the middle of West 57th Street. (Randel's MSS map of farms, 1818–20, field draft, No. 29, NYHS.)

The Colton Map, 1836, indicates the 4th Milestone at the northwest corner of Broadway and 57th Street.

5th MILESTONE. Site: Broadway (Bloomingdale Road), west side, between West 74th and West 75th Streets. (Randel's MSS map of farms, 1818–20, field draft, No. 36, NYHS; Colton Map, 1836.)

6th MILESTONE. Site: Bloomingdale Road (obliterated), west side, now on the line of West 94th Street, about one-hundred feet east of Broadway. (Randel's MSS map of farms, 1818–20, field draft, No. 48, NYHS.)

The Colton Map, 1836, indicates the 6th Milestone on the Bloomingdale Road between 94th and 95th Streets.

7th MILESTONE. Site: Bloomingdale Road (obliterated), west side, at what is now Riverside Drive between West 112th and West 113th

Streets. (Randel's MSS map of farms, 1818–20, field draft, No. 56, NYHS; Colton Map, 1836.)

A pen-and-ink sketch of this Milestone, dated 1873, in the Map and Print Room, NYHS, states that at that time the stone was located on the Bloomingdale Road between 113th and 114th Streets. It was marked: "7/ MILES/ TO/ New York." Apparently the stone had been moved one block north since its erection in 1813. [Illustrated, p. 186.]

8th MILESTONE. Site: Old Broadway (Bloomingdale Road), west side, between West 131st and West 132d Streets. (Colton Map, 1836.)

9th MILESTONE. Site: St. Nicholas Avenue (Kingsbridge Road) at the southwest corner of West 151st Street. (Colton Map, 1836.)

10th MILESTONE. Site: Broadway (Kingsbridge Road), west side, at or near West 170th Street. (Colton Map, 1836.)

Stokes (*Iconography*, III: 961) states that the 10th Milestone of the Series of 1813 was located at 169th Street.

11th MILESTONE. Site: Broadway (Kingsbridge Road), west side, at or near West 190th Street. (Colton Map, 1836.)

Stokes (*op. cit.*, III: 961) states that the 11th Milestone of the Series of 1813 was located at 188th Street.

12th MILESTONE. Site: Broadway (Kingsbridge Road), west side, just south of the Dyckman House at West 204th Street. (Colton Map, 1836.)

13th MILESTONE. Site: Broadway (Kingsbridge Road), west side, a few feet northwest of the corner of Broadway and West 225th Street. (Colton Map, 1836.)

Series of 1822–1823

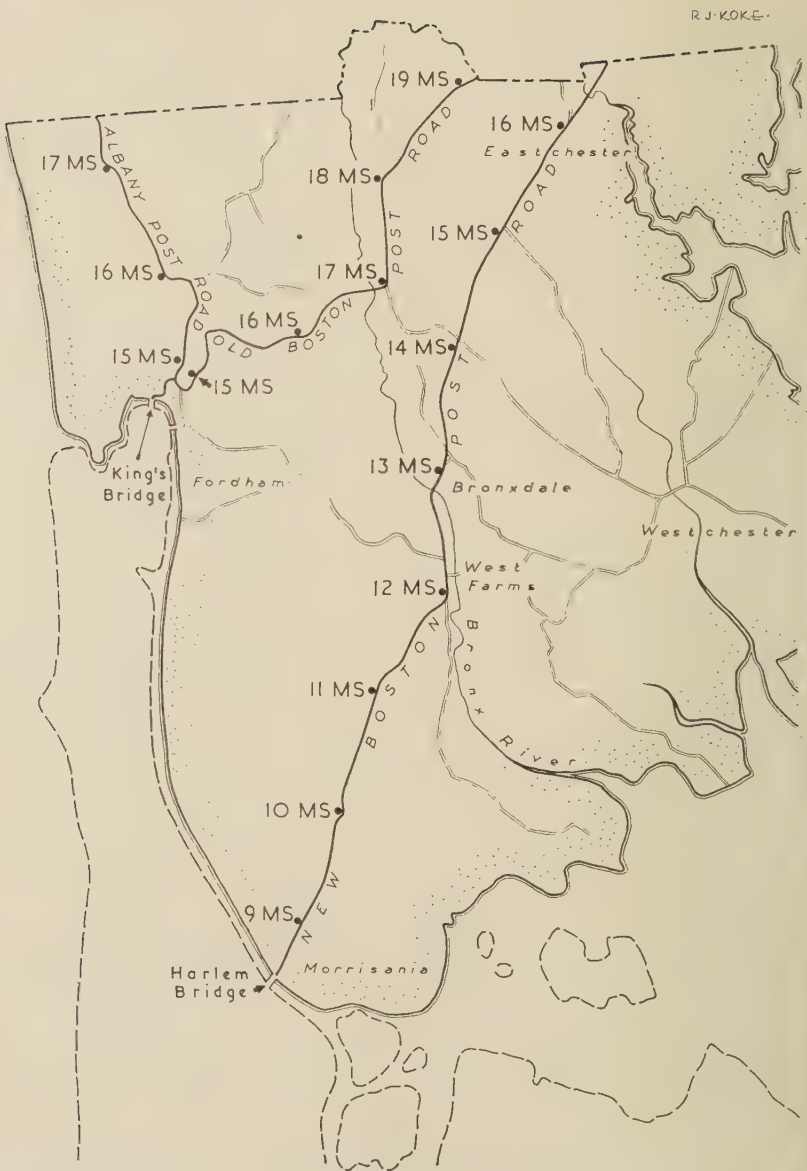
Milestones erected along the Bowery and Third Avenue

1st MILESTONE. Site: Bowery, west side, opposite Rivington Street. (Colton Map, 1836.)

2d MILESTONE. Site: Third Avenue, west side, between East 16th and East 17th Streets. (Colton Map, 1836.)

3d MILESTONE. Site: Third Avenue, west side, between East 37th and East 38th Streets. (Colton Map, 1836.)

4th MILESTONE. Site: Third Avenue, west side, between East 57th and East 58th Streets. (Colton Map, 1836.)



BRONX · MILESTONES

Showing the original locations of the milestones.

5th MILESTONE. Site: Third Avenue, west side, at East 77th Street. (Colton Map, 1836.)

6th MILESTONE. Site: Third Avenue, west side, between East 96th and East 97th Streets. (Colton Map, 1836.)

7th MILESTONE. Site: Third Avenue, west side, between East 116th and East 117th Streets. (Colton Map, 1836.)

III

MILESTONES IN THE BOROUGH OF THE BRONX

The fifteen milestones which stood within the present Borough of The Bronx—originally a part of Westchester County—were placed along three roads: the Albany Post Road, the old Boston Post Road, and the New Boston Post Road, which was, in its early years, known as Coles' Road. As these roads were continuations of the thoroughfares emerging from Manhattan Island, the milestones erected along the mainland highways followed in numerical succession the Manhattan Island milestones which terminated at the Spuyten Duyvil Creek crossing and at Coles' (Harlem) Bridge.

The Albany Post Road

The older stones in The Bronx stood along the Albany Post Road and the old Boston Post Road. The 18th-century thoroughfare left Manhattan Island by way of the King's Bridge across Spuyten Duyvil Creek, and this was, in spite of the presence of the nearby Farmer's Bridge, always regarded as the principal crossing between Manhattan Island and Westchester County. On the mainland the road passed from Broadway across a bog on the approximate line of West 231st Street to the base of Tetard's Hill where it branched into the Albany and Boston Post Roads. The Albany Post Road, going north, followed, from 231st Street, the northern spur of Albany Crescent to Bailey Avenue and then went north along that thoroughfare into Van Cortlandt Park, where it turned west across Tibbett's Brook towards Broadway and West 242d Street. It then followed what is still called the old

Post Road as far as Mosholu Avenue, turned westward several hundred feet, and then fell back into the line of Broadway at West 260th Street and followed the highway north into Yonkers and along the east bank of the Hudson River to Albany.

It is not known when the first milestones were erected along that section of the Albany Post Road now in The Bronx. The enactment of the New York Legislature on March 21, 1797, stipulated that milestones were to be erected along the Albany Post Road leading north from Kingsbridge,[45] but the section of the road which passed through The Bronx and Westchester was already lined with milestones, for the Colles Road Map of 1789 indicates stones in place not only along the Albany Post Road but along the old Boston Post Road.[46]

The statement is made that Benjamin Franklin supervised the erection of milestones along the Boston Post Road sometime during his term of service as deputy postmaster-general of the Colonies between 1753 and 1774,[47] but more concrete evidence of the dates of their erection is found in the markings on two of the Westchester County milestones which still survive. The 23d Milestone on the Boston Post Road in New Rochelle is dated "1771" and the 21st Milestone on the White Plains Road is dated "1775." The milestones on the Albany Post Road were certainly in place during the American Revolution, for Lieutenant John von Krafft, a German officer serving with the British forces, makes reference in his journal in September 1778 to the 20th Milestone which stood on the Albany highway in Yonkers, implying, thereby, the existence of others.[48] The Erskine-De Witt maps, executed for use as the Headquarters charts of the Ameri-

[45] *Cf.* Part I, *ante*.

[46] *A Survey of the Roads of the United States of America* by Christopher Colles, 1789, and engraved by C. Tiebout.

[47] *Cf.* Part I, *ante*, and note 5.

[48] "Journal of Lt. John Charles Philip von Krafft, 1776–1784," in *Collections*, The New-York Historical Society, 1882, 61. For the Westchester milestones see the following: G. W. Nash, "Some Westchester County Mile Stones," in *Westchester County Magazine*, February 1909, 9–10; Stephen D. Horton, "Mile-Stones in Cortlandt Township," in *ibid.*, April 1909, 13–14; Herbert B. Nichols, "The 23rd Milestone on the Old Boston Post Road," in *Quarterly Bulletin*, Westchester County

15TH MILESTONE, ALBANY POST ROAD, BRONX

John Zunicher, stonecutter

Photograph by Robert L. Bracklow, c. 1900
from the Alexander Alland Collection

Photograph by Richard J. Koke
in Van Cortlandt Park, 1950

This is the only milestone in New York City which had the stonecutter's name chiseled on the face.

can Army during the War for Independence, also indicate the Westchester County milestones along the Albany Post Road.[19]

There were three milestones along the Albany road in The Bronx. According to the Colles map of 1789, in comparison with modern charts and mathematical computations from milestone to milestone, the original location of the 15th Milestone was on Bailey Avenue (Albany Post Road) at or near West 234th Street. The 16th Milestone was situated near the junction of Broadway and West 242d Street, and the 17th Milestone lay on the line of Mosholu Avenue (Albany Post Road) about one-hundred feet or so west of Broadway. The 18th Milestone was situated in Yonkers. The 15th Milestone on the Albany Post Road in The Bronx is the only surviving stone on this highway which still exists. It can be seen at the Van Cortlandt Mansion in Van Cortlandt Park near Broadway and West 242d Street. Furthermore, it is the only known stone in Greater New York which had the stonecutter's name—John Zunicher—chiseled on its surface. Though the stonecutters of the Manhattan Island milestones of the Series of 1769 (George Lindsay) and 1822–1823 (Francis Kain) are known, none of the surviving stones cut by these two men have their names inscribed on the surfaces similar to Zunicher's name on the 15th Milestone.

The Old Boston Post Road

The old Boston Post Road, which ran eastward across The Bronx and lower Westchester County into New England, followed, from the crossing at 231st Street, the southern spur of

Historical Society, January 1931, 42–43; "The 30th Milestone in White Plains," *ibid.*, July 1932, 133–34; "Milestones," *ibid.*, October 1928, 76 77; Margaret McCord Robinson, "Milestones in the Town of Cortlandt," *ibid.*, October 1931, 133–43. The 23d Milestone on the Boston Post Road is now in the foundation of the Lambden Building at the corner of Huguenot Street (Boston Post Road) and Lawton Street, New Rochelle. It originally stood on the north side of the road near the present entrance to No. 261. The inscription reads: "23/ Miles/ to/ N. York/ 1771." The 21st Milestone on the White Plains Road bears this inscription: "XXI Miles/ from/ N. York/ 1775."

[19] The Erskine-DeWitt maps are in The New-York Historical Society.

Albany Crescent and ran up Tetard's Hill into the line of Kingsbridge Terrace and then into Sedgwick Avenue. From Sedgwick Avenue near Giles Place it cut eastward across Jerome Park Reservoir and followed Van Cortlandt Avenue across the site of Williamsbridge Reservoir into Gun Hill Road. It crossed the Bronx River at Williamsbridge, turned north along the line of White Plains Road as far as East 228th Street, and then swerved northeast into Bussing Avenue which it followed to the boundary of the City of Mount Vernon.

Five milestones stood along the old Boston Post Road within the limits of The Bronx. From the Colles Road Map and charts delineating the old thoroughfare and physical features of the terrain, their positions have been determined as follows: the 15th Milestone on the Boston Post Road was situated on the slope of Tetard's Hill along that stretch of the highway now included in Kingsbridge Terrace. The 16th Milestone was located on the line of Van Cortlandt Avenue at Mosholu Parkway where the Post Road crossed the upwaters of Mill Brook. The 17th Milestone stood at the junction of the White Plains Road and the Gun Hill Road. The 18th Milestone was situated on the White Plains Road near 228th Street. The 19th Milestone stood on Bussing Avenue near Hill Avenue, and the 20th Milestone was located outside the city limits. All of these milestones have disappeared.

The New Boston Post Road

In the last decade of the 18th century a new highway was opened through southeastern Westchester County connecting the old Manor of Morrisania and the village of Eastchester. The bridging of the Harlem River at Morrisania and the opening of a road through southeastern Westchester had been a favorite project of the Morris family even before the American Revolution, but it was not until March 31, 1790, that the New York Legislature passed an Act which empowered Lewis Morris to build his bridge and toll road to connect Morrisania and the old Boston Post Road at Eastchester. This highway was laid out and partly

opened, but difficulties arose due to the opposition of some of the landowners, which finally occasioned Morris to assign his interest in the project to John B. Coles, who, on March 24, 1795, secured permission by Act of Legislature to erect the stone dam-bridge across the river to connect the mainland with the village of Harlem on Manhattan Island.

Coles pushed both the bridge and road to completion so that by 1798 he was able to open Coles' (Harlem) Bridge at Third Avenue and 130th Street. The new Westchester highway and the Harlem Bridge Road on Manhattan Island soon became known as the New Boston Post Road. From the bridge at Morrisania it followed the line of the present Third Avenue as far as 163d Street, where it turned eastward into the modern Boston Road through West Farms and Bronxdale into Eastchester. The prolongation of this thoroughfare across the Hutchinson River into New Rochelle followed soon after, when the Legislature passed an Act on April 7, 1800, which created the Westchester Turnpike Company "for the purpose of making a good and sufficient road" from the New Boston Post Road in Eastchester as far as the Connecticut line at the Byram River.

Among other provisions contained in this Act, it was ordered that the Company "shall cause mile-stones to be erected or placed, one for each and every mile of the said road, and on each stone placed as aforesaid shall be fairly and legibly marked, the distance the said stone is from the city of New York." It was further enacted that should any person break, throw down, or deface a milestone he would have to pay a fine not exceeding $10.00 nor less than $1.00.[50] This gives a good clue as to when some, if not all, of the New Boston Post Road milestones were erected in Westchester County. Herbert B. Nichols states that a series of milestones was placed along the road by the Turnpike Company, and that the freight receipt for eight of these stones is dated June 22, 1802.[51]

[50] A very good account of the New Boston Post Road is to be found in Stephen Wray, "The Boston Road and Aaron Burr," in *Valentine's Manual*, New Series, No.

The last milestone of the Series of 1801 on the Harlem Bridge Road on Manhattan Island being the 8th Milestone, the next New Boston Post Road milestone on the mainland was the ninth and they continued to the 16th Milestone in Eastchester, beyond which point the stones lay outside of the city limits. These milestones were also erected along the west side of the highway and they are shown with precision on the manuscript map in The New-York Historical Society entitled *Eastern Post Road, 46 St. & 5 Ave. to New Rochelle, Surveyed about 18—*, which was presented to the Society by Edward F. De Lancey in 1882. The 9th to 13th Milestones, inclusive, are also shown on a map of *The/ City/ of/ NEW YORK/ as laid out by the Commissioners/ with the/ SURROUNDING COUNTRY./ By their Secretary and Surveyor/ John Randel, Junr./ 1814.*[52]

A careful comparison of charts to determine the positions of the eight Bronx milestones along the New Boston Post Road indicate their locations as follows: The 9th Milestone was located on Third Avenue near 143d Street, and the 10th Milestone on Third Avenue at 161st Street. The eleventh and succeeding milestones were all on the Boston Road. The 11th Milestone was near Bristow Street; the 12th Milestone was near 178th Street; the 13th was in Bronxdale near Bronx Park East; the 14th Milestone was near Bronxwood Avenue; the 15th Milestone was near Corsa Avenue; and the 16th Milestone was near Dyre Avenue in Eastchester. The 17th Milestone stood in Pelham.

Many of the Bronx milestones were shifted northward at dates subsequent to their erection either for preservation or to conform with the regauging of the Manhattan Island milestones in 1813 and 1822–1823. This seems evident by the presence in later years

4 (1920), 367–400. See also Stephen Jenkins, *The Story of the Bronx* (N. Y.: G. P. Putnam's Sons, 1912), 193–94; Stephen Jenkins, *The Old Boston Post Road* (N. Y.: G. P. Putnam's Sons, 1914), 116, 125; and *Laws of the State of New York passed at the Sessions of the Legislature held in the Years 1797, 1798, 1799, and 1800, Inclusive* (Albany: Weed, Parsons and Co., 1887), 581–86.

[51] H. B. Nichols, "The 23rd Milestone on the Old Boston Post Road," in *Quarterly Bulletin*, Westchester County Historical Society, January 1931, 42.

[52] These maps are in The New-York Historical Society.

13TH MILESTONE

New Boston Post Road, Bronx

15TH MILESTONE

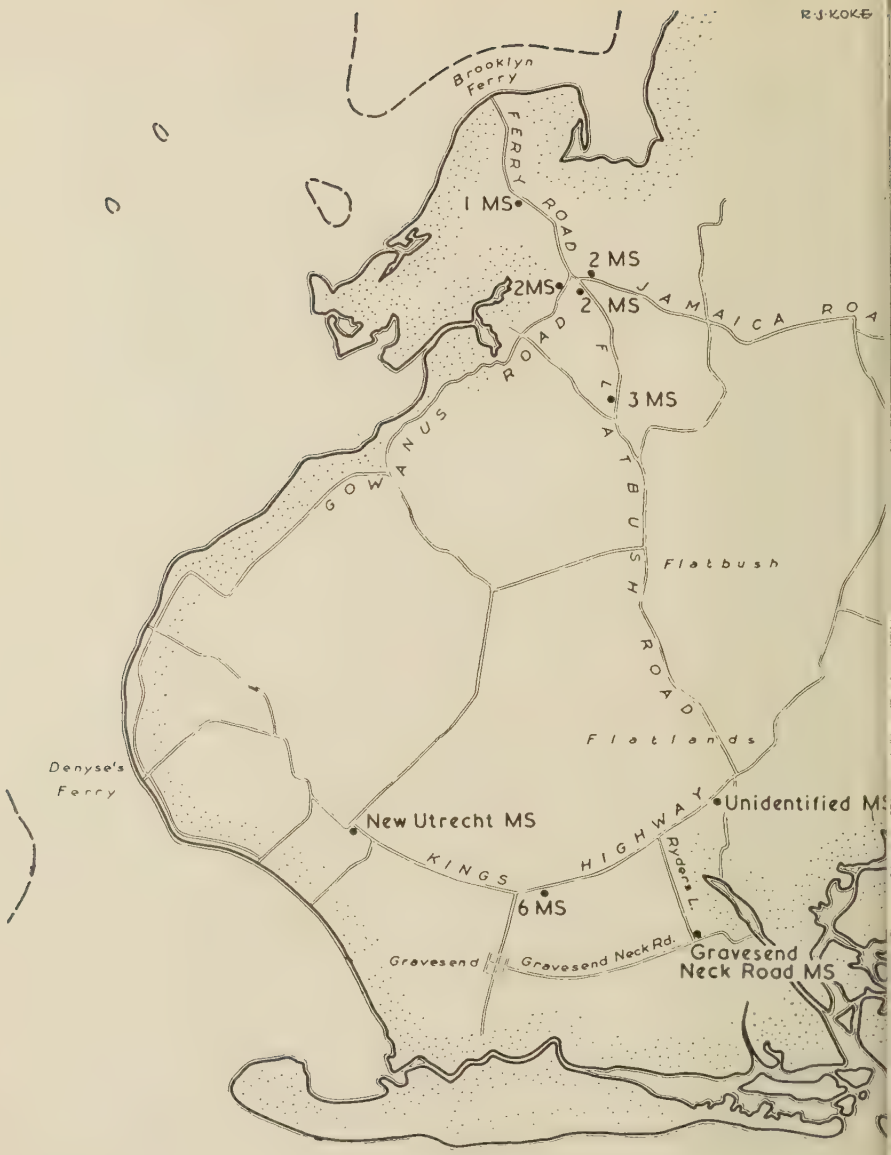
New Boston Post Road, Bronx

of the 15th Milestone on the Albany Post Road at a point between the present 242d and 246th Streets after it had been moved from its original location at or near 234th Street. The New Boston Post Road milestones were shifted sometime in or after 1823. The later sites of the stones on Boston Road are known, and a study of their locations clearly indicates that they were placed on new sites in accordance with a definite plan of regauging which began from a point of origin at the 7th Milestone of the Series of 1822–1823 on Manhattan Island—the last stone on Third Avenue prior to the arrival at Harlem Bridge.

Of the Bronx milestones which are known, the 9th Milestone was moved from its original site to the vicinity of 153d Street. The 10th Milestone was moved from 161st Street to the corner of Boston Road and 168th Street, where it stood until recent years. The 11th Milestone was moved from near Bristow Street to 175th Street where the car barns were later erected, and here it stood until Boston Road was widened. The 12th Milestone was moved northward on Boston Road from near 178th Street to a point in what is now Bronx Park midway between 180th Street and the Bronx River bridge at Bronxdale; the 13th, originally near Bronx Park East, was relocated near Astor Avenue; the 14th was moved to a site near Burke Avenue; and the 15th was shifted from near Corsa Avenue to a new location on the west side of the road north of 222d Street. The 16th Milestone, which stood near Dyre Avenue, if kept in conformity with the other stones, must have been re-erected south of the bridge across Eastchester Creek. The 10th, 13th, and 15th Milestone stood until recent years, but all have now disappeared.[53]

The New Boston Post Road was a highway of importance

[53] For the stones which survived until recently, see Part VII, *post*. Stephen Wray, "The Boston Post Road and Aaron Burr," *loc. cit.*, 383, 384, 387, 388, has been helpful in identifying the later sites of the New Boston Post Road milestones. Wray's typewritten manuscript, *The Old Village of West Farms*, presented to The New-York Historical Society in 1942, also contains good information regarding the 11th and 12th Milestones (pp. 136, 192). Wray states that the 11th Milestone at 175th Street stood alongside the road at the entrance to a lane which led northwest up the hill to the Woodruff House.



BROOKLYN · MILESTONES

throughout the 19th century. Many of the wealthy New York merchants who had erected pretentious homes in The Bronx in the 1840's and 1850's journeyed back and forth between the city and their country estates over the New Boston Post Road and the rural thoroughfares which deviated from it. West Farms on the Bronx River, when it lay far from the city, was the most important place between the Harlem River and New Rochelle, for it was here at the Johnson Tavern, just north of the original location of the 12th Milestone, that the Boston stagecoaches stopped to change their horses and allow their travellers a short rest.[54]

IV

MILESTONES IN THE BOROUGH OF BROOKLYN

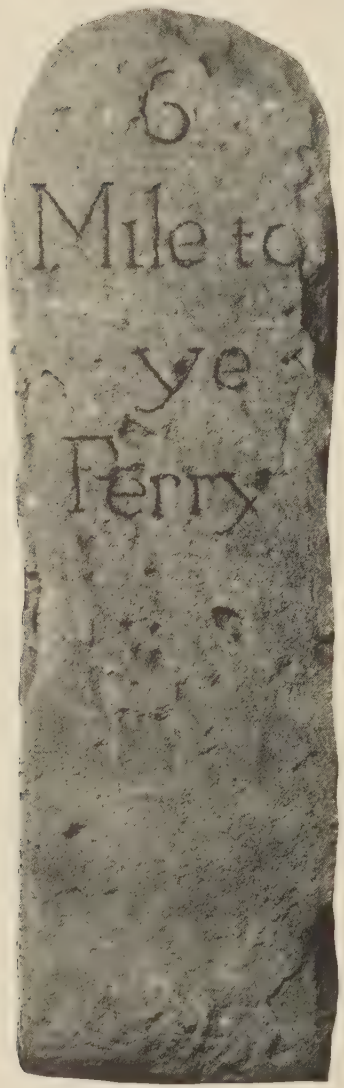
Comparatively little is known of the Brooklyn milestones. The Andrew Skinner map of Brooklyn and its environs in 1781[55] and the British Headquarters Map of 1782,[56] which depict only a small section of the Brooklyn area, indicate five milestones in the limited area covered by the charts, but these stones form a key to indicate three highways in the Borough along which distance was gauged: the Gowanus Road, the Flatbush Road, and the Jamaica Road. The point of origin of the Brooklyn milestones was the Long Island landing-place of Brooklyn Ferry which crossed the East River from the foot of Fulton Street to Manhattan Island. This highway ran inland from the ferry along the line of Fulton Street as far as Nevins Street where it turned south into Flatbush Avenue.

The 1st Milestone was located on the south side of this Ferry

[54] The Johnson Tavern stood on Boston Road in what is now Bronx Park, north of East 180th Street, about on the site of the present Boat House.

[55] This chart is No. 131 of the Sir Henry Clinton Headquarters Maps in the Clements Library at Ann Arbor, Michigan. It bears title: "A/ MAP of the/ ENVIRONS of BROOKLYN/ Surveyed by order of His Excellency/ General Sir Henry Clinton K. B./ Commander in Chief of His Majesty's Forces &c &c/ by And^w Skinner 1781." A photostatic copy is in the Map and Print Room, NYHS.

[56] The *British Head Quarters Coloured Manuscript Map of New York & Environs (1782)* was published in facsimile from the original drawing in the War Office in London by B. F. Stevens (London: 1900) to be issued to subscribers.



6TH MILESTONE

King's Highway, Bklyn.

Photo by Charles T. Miller, 1950, at the Long Island Historical Society

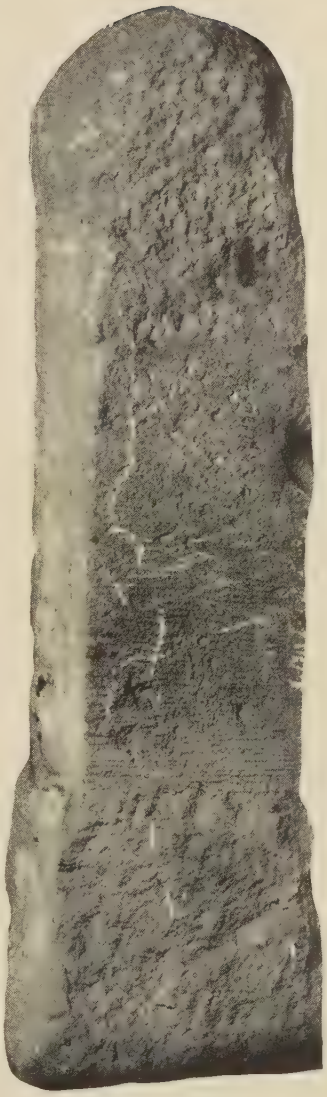
Road a short distance west of the Dutch Church which stood on Fulton Street between Hoyt Street and Gallatin Place. Thereafter, before the second mile was reached, the Ferry Road branched into three highways and the succeeding stones stood along the Gowanus, Flatbush, and Jamaica Roads. The Ferry Road forked when it reached Atlantic Avenue. One branch, which has been straightened from its devious wanderings into Flatbush Avenue, continued southward towards Flatbush and Flatlands and then looped westward along the route of King's Highway to Gravesend and New Utrecht. The other branch, the Jamaica Road, followed the course of the modern Atlantic Avenue through Bedford Corners to Jamaica and out into Long Island. The third road was the Gowanus Road which branched from the main road close to the junction of Flatbush and Fifth Avenues, and ran in a southerly direction along the line of Fifth Avenue to the vicinity of Fifth Street where it deflected southwestward towards the Narrows.

The Skinner and Headquarters Maps, together, indicate a 2d Milestone on the Jamaica Road, another on the Gowanus Road, and a third

2d Milestone and a succeeding 3d Milestone on the Flatbush Road. Other stones, no doubt, followed on these highways.[57] Four other Brooklyn milestones which survived until recently—three of which are still in existence—stood on King's Highway, on Gravesend Neck Road, and on 18th Avenue between 81st and 82d Street in New Utrecht. One King's Highway milestone stood on the Bennett Farm near Ocean Avenue and marked the distance of six miles to "Ye Ferry." Another stood on King's Highway near East 34th Street, but the face is so battered that the inscription is now illegible. Both of these stones are in the Long Island Historical Society. The Gravesend Neck Road Milestone, now disappeared, stood at the corner of Ryder's Lane, and marked the distance of 8¾ miles to Brooklyn Ferry. The New Utrecht Milestone, which also survives, marked the distance of 8¼ and 10½ miles, respectively, to New York (Brooklyn) Ferry by different routes, 2½ miles to Denyse's Ferry, and 15 miles to Jamaica.[58]

[57] The Skinner Map indicates the 1st Milestone on the Ferry Road and the 2d Milestone on the Flatbush Road. The Headquarters Map fails to indicate the 1st Milestone, but it depicts the 2d Milestone on the Gowanus Road, the 2d Milestone on the Jamaica Road, and the 2d and 3d Milestones on the Flatbush Road. All of these stones have disappeared.

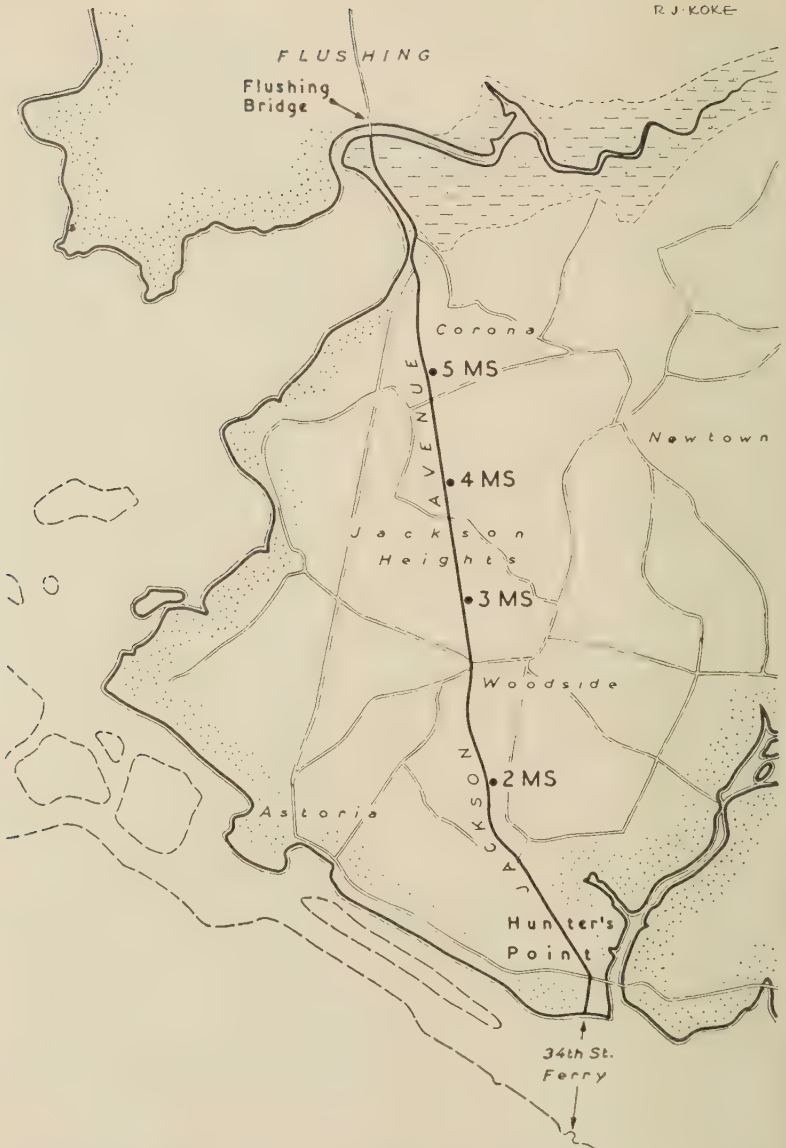
[58] See also Part VII, *post*.



UNIDENTIFIED MILESTONE

King's Highway, Bklyn.

Photo by Charles T. Miller, 1950, at the Long Island Historical Society



QUEENS · MILESTONES

Showing discrepancies in distances in the known locations of the Jackson Avenue milestones.

V

MILESTONES IN THE BOROUGH OF QUEENS

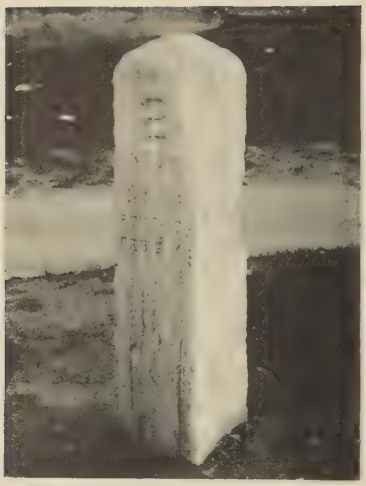
All the known milestones in the Borough of Queens which survived until recent years, of which one remains, were situated along Northern Boulevard. This highway was opened around 1860 as a toll road which ran from the 34th Street Ferry at Hunter's Point to the Fashion Race Course at West Flushing[59] and across Flushing Creek to Flushing. Known at times during its early years as the Hunter's Point, Newtown, and Flushing Turnpike, it was also called Jackson Avenue along its entire length for a long period of its existence. The 34th Street Ferry, which crossed the East River from Manhattan Island to Hunter's Point, had been established in 1855,[60] and from the Long Island shore the road ran inland for a short distance by way of Borden Avenue to the toll road which ran between Greenpoint and Astoria on the line of the present Vernon Boulevard.

Jackson Avenue started at the crossing of Vernon Boulevard and Borden Avenue and headed northeast in almost a straight line to Flushing Bridge through what is now Woodside, Jackson Heights, and Corona. The section between Vernon Boulevard and Queensboro Plaza is still called Jackson Avenue, but the highway between the Plaza and Flushing now bears the name of Northern Boulevard.

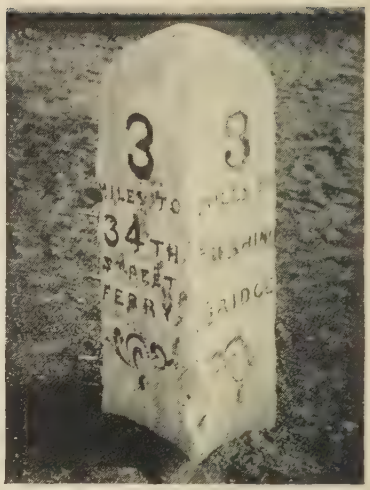
Five milestones, apparently, were placed along this road, of which four still existed at the beginning of the 20th century. Of these, only one remains. These stones bore inscriptions which indicated the mileage both to the 34th Street Ferry and to Flushing Bridge. In recent years the milestone which marked the distance of two miles from the Ferry and four miles from the Bridge

[59] The Fashion Race Course at West Flushing, now Corona, was the principal race track near New York from 1850 to 1865. A remnant of the stone foundation of the six-foot brick wall which surrounded the Race Track was reported in 1923 in the rear of 246 46th Street, between Northern Boulevard and Hays Avenue.—A. E. Peterson, ed., *Landmarks of New York* (N. Y.: 1923), 192.

[60] I. N. P. Stokes, *Iconography of Manhattan Island*, III: 943.



2D–4TH MILESTONE



3D–3D MILESTONE

Northern Boulevard (Jackson Avenue), Queens

Photograph by Dr. George W. Nash, 1904

stood near 37th Street; the milestone which marked the distance of three miles from the Ferry and three miles from the Bridge stood near 61st Street; the milestone which marked the distance of four miles from the Ferry and two miles from the Bridge stood in the vicinity of 80th Street; while the stone which marked the distance of five miles from the Ferry and one mile from the Bridge still stands on the south side of Northern Boulevard between 98th and 99th Streets, adjoining No. 98–20.

There were discrepancies in distance in the known locations of some of these milestones which do not indicate the true distances indicated on their faces. For instance, the milestone near 99th Street which marks the distance of one mile from Flushing Bridge is closer to one mile and three-quarters from the creek. Allowance, however, may be made for this by the fact that the roadway for at least three-quarters of a mile passed over a marsh before reaching the waterway, and the distance to the stone may

have been gauged from the edge of the swamp. The distance, too, between the 2d Milestone near 37th Street and the 3d Milestone near 61st Street was considerably more than one mile. Likewise, the distance between the 3d Milestone and the 5th Milestone near 99th Street, which should be two miles, was little more than a mile and a half. This gives rise to the impression that the stones must have been incorrectly gauged or were shifted in later days.

VI

MILESTONES IN THE BOROUGH OF RICHMOND

The only known milestone in the Borough of Richmond stood on Victory Boulevard — formerly Richmond Turnpike — at the corner of Signs Road. This milestone marked distance on the highway which crossed from Bayonne to Port Richmond on the Kill Van Kull and then traversed the island to the New Blazing Star Ferry on Staten Island Sound by way of Richmond Avenue and Richmond Turnpike. This Milestone is now in the Staten Island Institute of Arts and Sciences at St. George.

STATEN ISLAND MILESTONE

Photo by Charles T. Miller, 1950 by courtesy of the Staten Island Institute of Arts and Sciences

VII

NEW YORK CITY MILESTONES WHICH HAVE DISAPPEARED IN RECENT YEARS

In the closing years of the 19th century and in the opening decade of the 20th century, when interest was first aroused and a count was taken of the remaining New York City milestones by the City History Club, by Dr. George William Nash, and by other interested individuals, there were twenty-four milestones existing in the five boroughs of New York City. Of these, nine have disappeared and fifteen are known to be extant. The list which follows indicates the nine stones which have disappeared during these recent years, together with what is known of their history to the time of their disappearance.

10TH MILESTONE
Kingsbridge Road
Series probably 1813
Photo by Dr. G. W. Nash, 1903

Borough of Manhattan[61]

10th MILESTONE: Series unknown (1769, 1801, or 1813), probably 1813. Marked: "10/ Miles/ from/ N. York." [Illustrated above]

The original site of the 10th Milestone of the Series of 1769 was on St. Nicholas Avenue (Kingsbridge Road) at the southwest corner of West 153d Street. It may or may not have been recut and reset in 1801. In 1813, it is known for certain, the Milestone which now exists was placed on Broadway (Kingsbridge Road) at or near West 170th Street. In the early 1900's this stone was found in use as the top stone of a flight of cellar steps

[61] Besides the Manhattan milestones listed below, two others have been reported in recent years:

In tearing down an old residence at 102 Christopher Street, in Greenwich Village, New York City, a block of brownstone 2½ feet long, 10 inches wide, and 9 inches

at a little frame dwelling at 561 West 169th Street. In April 1906 Dr. G. W. Nash reported that this Milestone lay in the rear garden between two houses. (Nash card catalogue on milestones, Map and Print Room, NYHS.) It was later moved to the front yard of the building, and in February 1922 it was recovered by Reginald Pelham Bolton, the Washington Heights historian, from where it had long lain neglected in the dooryard. Mr. Bolton intended to present it in the name of the American Scenic and Historic Preservation Society to the City History Club, which was recognized as a semi-official keeper of New York milestones. (Twenty-Seventh *Annual Report*, American Scenic and Historic Preservation Society, 1921–22, p. 126.) No further mention was made of the stone, and all traces of it have disappeared.

13th MILESTONE: Series unknown (1769, 1801, or 1813). Marking unknown.

William L. Calver, Chairman of the Field Exploration Committee of The New-York Historical Society, in his "Recollections of Northern Manhattan" (NYHS *Quarterly*, January 1948, 23) states that when he first became acquainted with the Inwood district in the early 1880's he remembered the 13th Milestone standing "on the west side of the Kingsbridge Road, near the extreme north end of the Island." Writing in 1932, Mr. Calver noted that this stone "has disappeared." The original site of the 13th Milestone (Series of 1769) was on a now-obliterated section of the Post or Kings-

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thick was discovered in 1910 with the inscription "9 Miles from Camp" and some undecipherable figures at the bottom. It was difficult to ascertain whether "Camp" referred to an encampment of the American Revolution or to some roadhouse in upper Manhattan. The stone was removed to 380 Bleecker Street, but all traces of it have disappeared. (F. B. Kelley, comp., *Historical Guide to the City of New York* [1913], 375.)

In 1905 a marker said to be the "3rd Milestone" on the Post Road was recorded as being on display "near the Tower elevator" in Madison Square Garden which stood until 1926 on the block bounded by Madison and Fourth Avenues and East 26th and East 27th Streets. (City History Club excursion by F. B. Kelley, *The Nineteenth Century City: 14th Street to 110th Street* [1905], p. 7.) I. N. P. Stokes (*Iconography of Manhattan Island*, III: 960) repeats the statement that the "3rd Milestone" was in the north wall of Madison Square Garden. Neither of these accounts describe the stone, but the George W. Nash card catalogue on milestones (Map and Print Room, NYHS) contains a minute description of this stone which proves it to be a Surveyor's Monument and not a milestone at all. This marker, now in The New-York Historical Society, is a square stone with the numeral "4" on one face and the numeral "26" on another face, and on top a surveyor's cross-mark chiseled on the surface. It was placed at the corner of Fourth Avenue and East 26th Street under the direction of the Commissioners who were appointed by the Legislature in 1807 to lay out streets on Manhattan Island north of what was then the inhabited portion of New York City. The numerals "4" and "26" are apparent in meaning when one considers the location of the stone. It was dug up in 1890 at the street corner during excavation for the foundations of Madison Square Garden, and it was presented to The New-York Historical Society by the Madison Square Garden Corporation on May 6, 1908.

bridge Road east of Broadway between Academy and West 204th Streets, probably near the line of Vermilyea Avenue or a little east. In 1811 or prior thereto, perhaps in 1801, this stone was moved to Broadway (Kingsbridge Road) at a point just south of the Dyckman House at West 204th Street. In accordance with the resetting of milestones in 1813, the 13th Milestone was then moved north to a position a few feet northwest of the present corner of Broadway and West 225th Street. It may have been in this vicinity when seen by Mr. Calver.

Borough of The Bronx

10th MILESTONE (New Boston Post Road). Marked: "10/ miles/ from/ City Hall." Formerly located at the southwest corner of Boston Road (New Boston Post Road) and East 168th Street. [Illustrated, p. 175]

The original site of the 10th Milestone on this highway was on Third Avenue (New Boston Post Road) at East 161st Street. It was later moved to East 168th Street and it was still standing in 1923. (A. E. Peterson, ed., *Landmarks of New York* [1923], 130, 131.) This stone has been replaced on the site at East 168th Street, possibly in or about 1936, with a new but spurious stone on which, neatly painted with white paint, is the following erroneous inscription: "5/ MILES/ TO/ CITY HALL/ 1936." Mr. William M. Tarbox states that the replacement was made at the time that the old Bartow Mansion in Pelham Bay Park was occupied as a summer City Hall by Mayor Fiorello LaGuardia. ("The Bronx Bandwagon," in New York *Post*, May 9, 1950.) All traces of the original 10th Milestone have disappeared.

13th MILESTONE (New Boston Post Road). Marked: "13/ Miles/ to/ N. York." Formerly located on Boston Road (New Boston Post Road) north of Pelham Parkway. [Illustrated, p. 212]

The original site of the 13th Milestone on this highway was on Boston Road near its junction with Bronx Park East. It was later moved north of Pelham Parkway. According to Dr. George W. Nash, this later site was about half a mile north of Pelham Parkway, but both Randall Comfort and Arthur B. Carlson, who remember the Milestone, state that the new site was on the west side of Boston Road near Astor Avenue—one block north of Pelham Parkway. This Milestone disappeared sometime between 1903 and 1908 when the roadway was widened and the grade lowered. (G. W. Nash card catalogue on milestones, Map and Print Room, NYHS; R. Comfort, "Old Mile-Stones of Bronx Borough," in *Westchester County Magazine*, December 1908, 2.) All traces of this Milestone have disappeared.

15th MILESTONE (New Boston Post Road). Marked: "15/ Miles/ to/ N. York." Formerly located on Boston Road (New Boston Post Road) near East 222d Street, Eastchester. [Illustrated, p. 212]

The original site of the 15th Milestone on this highway was on Boston Road

GRAVESEND NECK ROAD MILESTONE

Gravesend Neck Road and Ryder's Lane, Brooklyn

Photograph by Dr. George W. Nash, 1903

near Corsa Avenue, but it was later moved a short distance north of 222d Street. This Milestone was still standing in 1909, but sometime between that date and 1913 it was removed for safekeeping to the Bronx Borough Hall, then located at the corner of Third and Tremont Avenues. (F. B. Kelley, comp., *Historical Guide to the City of New York* [1913], 213.) A thorough search of this building, now under the jurisdiction of the Department of Public Works, by the Office of the Chief Engineer of the Borough of The Bronx failed to reveal the whereabouts of this Milestone.

Borough of Brooklyn

GRAVESEND NECK ROAD MILESTONE. Marked: "8/ Miles/ and/ [3] Quarters/ to Brocklan^{d}/ Ferry." Formerly located at the northeast corner of Gravesend Neck Road and Ryder's Lane, in front of the Judge Nicholas Stillwell house. [Illustrated, p. 225]

Gravesend Neck Road is a very ancient thoroughfare which originally led eastward from Gravesend village to Hugh Gerritsen's Mill at the Strome Kill, now Marine Park. Ryder's Lane, extending from King's Highway to Gravesend Neck Road, was opened about 1831. (H. R. Stiles, *History of Kings County*, I: 171.) The point of junction of these two roads has been obliterated, and the site is now about twenty feet north of Avenue U between Haring and Brown Streets. The Stillwell House was razed in 1929 and the Milestone was removed *c.* 1930 for preservation to the backyard of 1953 Brown Street (Brooklyn *Daily Eagle*, April 20, 1930), but all traces of it have disappeared.

Borough of Queens

2d–4th MILESTONE. This stone was marked with two inscriptions. One face was marked: "2/ MILES TO/ 34th/ STREET/ FERRY." The other face was marked: "4/ MILES TO/ FLUSHING/ BRIDGE." Formerly located on the south side of Northern Boulevard near 37th Street. [Illustrated, p. 220]

This Milestone, reset by the City History Club in 1916, was still standing in 1923 (A. E. Peterson, ed., *op. cit.*, 194), but all traces of it have disappeared.

3d–3d MILESTONE. This stone was marked with two inscriptions. One face was marked: "3/ MILES TO/ 34th/ STREET/ FERRY." The other face was marked: "3/ MILES TO/ FLUSHING/ BRIDGE." Formerly located on the south side of Northern Boulevard near 61st Street (formerly Kelly Avenue). [Illustrated, p. 220]

This stone was reported in 1913 to have disappeared. (F. B. Kelley, comp., *op. cit.*, 374.)

4th–2d MILESTONE. This Milestone marked the distance of four miles from the 34th Street Ferry and two miles from Flushing Bridge. Formerly located on the south side of Northern Boulevard in the vicinity of 80th Street.

This stone was reported to have been reset by the City History Club in 1916 and it was still standing in 1923 (A. E. Peterson, ed., *op. cit.*, 189, 192), but all traces of it have disappeared.

VIII

NEW YORK CITY MILESTONES STILL IN EXISTENCE, 1950

Today there are fifteen milestones remaining in the five boroughs of New York City. Their present locations, together with what is known of their history to the time of their removal to places of greater security, are as follows:

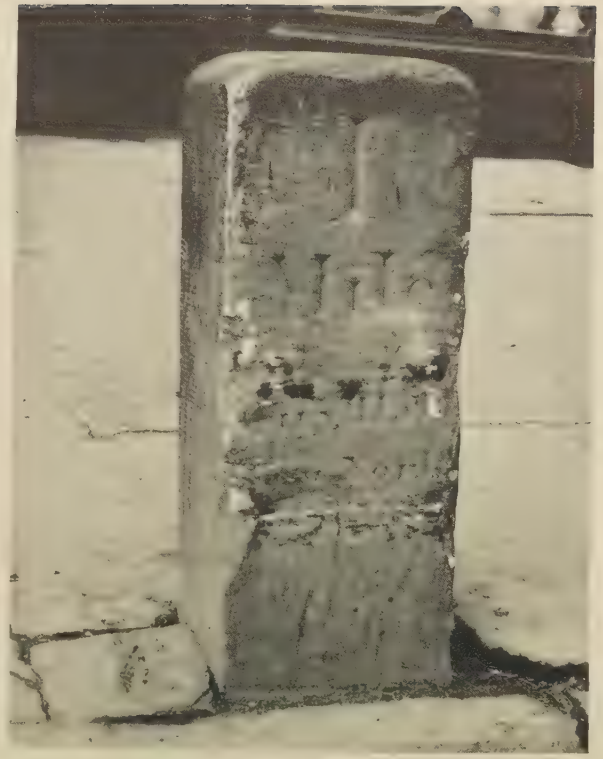
Borough of Manhattan

1st MILESTONE: Series of 1822–23. Marked: "1/ Mile/ *FROM*/ City Hall/ New York." Marble. Stonecutter: Francis Kain. *Now in The New-York Historical Society.* [Illustrated, p.228]

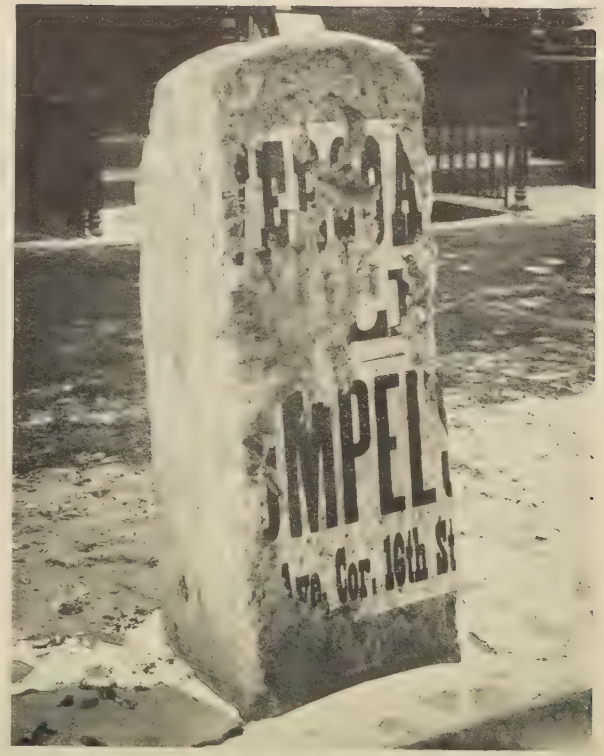
Original site (1823): On the Bowery, west side, opposite Rivington Street. This stone remained on its original site until March 25, 1926, when it was struck and broken by a coal wagon drawn by a runaway horse. Believing that this relic might eventually disappear if not placed in a proper repository, Alexander J. Wall, former Director of The New-York Historical Society, made inquiry and learned that the Milestone had been removed to the yard of the Department of Public Works. After some negotiation, the Milestone was presented to the Society by the Department of Public Works in 1926. (*New York Times*, March 26, 1926; *Annual Report*, NYHS, 1926, 12, 18.)

2nd MILESTONE: Series of 1822–23: Marked: "2/ Miles/ *FROM*/ City Hall/ New York." Marble. Stonecutter: Francis Kain. *Now in the Museum of the City of New York.* [Illustrated, p. 228]

Original site (1823): Third Avenue, west side, between East 16th and East 17th Streets. To prevent this Milestone from being knocked down or removed for sidewalk repairs, a group of citizens instigated action whereby the stone was taken down in 1936 and presented for preservation to the Museum of the City of New York by the Office of the Borough President of Manhattan.



1ST MILESTONE
Series 1822–23 on the Bowery
The New-York Historical Society



2D MILESTONE
Series 1822–23, Third Avenue
Museum of the City of New York

Francis Kain, stonecutter

4th MILESTONE: Series of 1822–23. Marked: "4/ Miles/ *FROM*/ City Hall/ New York." Marble Stonecutter: Francis Kain. *Now in the Museum of the City of New York.* [Illustrated, p. 193]

Original site (1823): Third Avenue, west side, between East 57th and East 58th Streets. To prevent this Milestone from being knocked down or removed for sidewalk repairs, a group of citizens instigated action whereby the stone was taken down in 1936 and presented for preservation to the Museum of the City of New York by the Office of the Borough President of Manhattan.

5th MILESTONE: Series of 1822–23. Marked: "5/ Miles/ *FROM*/ City Hall/ New York." Marble. Stonecutter: Francis Kain. *Now in The New-York Historical Society.* [Illustrated, p. 193]

Original site (1823): Third Avenue, west side, at East 77th Street. This stone was still on its original site in 1923 (A. E. Peterson, ed., *op. cit.*, 83). Shortly thereafter it was removed and stored in the yard of the Department of Highways at First Avenue and East 90th Street, where it was found by Robert E. Livingston of the Consolidated Gas Company. It was presented by the Company to The New-York Historical Society in 1924.

7th MILESTONE: Series unknown (1769, 1801, or 1813). Marked (now nearly illegible): "[7/ Miles/ from/ N.] YORK." Brownstone. *Now in Dewey Square, bounded by St. Nicholas and Seventh Avenues between West 116th and West 117th Streets.* [Illustrated, p. 196]

At different dates there were four known 7th Milestones on Manhattan Island. The first stone (Series of 1769) stood on the Post Road in Central Park, west of Fifth Avenue, between 97th and 98th Streets. The second stone (Series of 1801) stood on the Harlem Bridge Road (New Boston Post Road) on the line of East 105th Street about 150 feet west of Park Avenue. The third stone (Series of 1813) stood on the Bloomingdale Road at what is now Riverside Drive between West 112th and West 113th Streets. The Milestone in Dewey Square must have been one of these three stones, for the fourth stone (Series of 1822–23), which stood on Third Avenue between East 116th and East 117th Streets, is now in The New-York Historical Society. At some unknown date the 7th Milestone now in Dewey Square appears to have been moved from its original site, wherever that may have been, to some point on St. Nicholas Avenue (Kingsbridge Road) below West 114th Street. When Seventh Avenue was widened, the contractor removed the Milestone to send it to the junk heap when it was rescued by the Misses Wood. The stone remained in their yard until the property was sold, when Mrs. Randell, a sister of Miss Wood, who was attached to the Milestone because it had stood near her father's property, brought the stone to her house at 107 West 122d Street. When she sold the building and moved away the stone was forgotten until the property was purchased by George Nissenson, who presented the Milestone to the City. On May 30, 1917, the City History Club reset the stone and dedicated it in Kilpatrick Park (now Dewey Square). (Twenty-Third *Annual*

Report, American Scenic and Historic Preservation Society, 1918, pp. 248–49.)

7th MILESTONE: Series of 1822–23. Marked: "7/ Miles/ *FROM*/ City Hall/ New York." Marble. Stonecutter: Francis Kain. *Now in The New-York Historical Society*. [Illustrated, p. 196]

Original site (1823): Third Avenue, west side, between East 116th and East 117th Streets. This stone remained on its original site until 1927 when it was struck and broken by a truck. It lay unnoticed on the sidewalk where it fell for three months before it was brought to The New-York Historical Society for preservation in January 1928. (*Annual Report*, NYHS, 1928, p. 14.)

9th MILESTONE: Series of 1769. Marked: "1769/ 9 Mile/ from/ N. YORK." Brownstone. Stonecutter: George Lindsay. *Now in the front garden of 473 West 152d Street, between St. Nicholas and Amsterdam Avenues.* [Illustrated, p. 164]

Original site (1769): St. Nicholas Avenue (Kingsbridge Road), west side, exactly opposite the north line of West 133d Street. In 1813 the stone was reset on St. Nicholas Avenue (Kingsbridge Road) at the southwest corner of West 151st Street (Colton Map, 1836). In 1897 the Milestone was found at the Police Station at the southwest corner of Amsterdam Avenue and West 152d Street (City History Club, *Bicycle Excursion* [1897], No. 12), and four years later it was reported as being still there, neglected and leaning up against a wall (A. Ulmann, *Landmark History of New York* [1901], p. 128). It was later removed to the private garden in front of the residence of Captain Steers, Commander of the Fortieth Precinct, where it now stands.

11th MILESTONE: Series unknown (1769, 1801, or 1813), probably 1813. Marked: "11/ Miles/ from/ N. YORK." Brownstone. *Now in Roger Morris Park at West 160th Street and Edgecombe Avenue.* [Illustrated, p. 167]

The original site of the 11th Milestone of the Series of 1769 was on Broadway (Kingsbridge Road), west side, near West 170th or West 171st Street. It may or may not have been recut and reset in 1801. In 1813, it is known for certain, the Milestone which now exists was placed on Broadway (Kingsbridge Road), west side, at or near West 190th Street, near the original site (1769) of the 12th Milestone. When the Kingsbridge Road was widened the Milestone was cast into the wooded upland near West 187th Street where it was found by Ferdinand W. Hofele, a Civil War veteran, who resided at Fort George and who was the proprietor of a saloon at Fort George Avenue and 194th Street near the present site of the George Washington High School. Hofele reset the stone in front of the enormous frame building called "Fort Wendel" on the hilltop at Fort George. It was here in 1897. (City History Club excursion *Central Park to Van Cortlandt Park* [1897], 7.) The stone was presented in 1902 to Reginald Pelham Bolton,

who carted it away in a wheelbarrow and reset it in the churchyard of Holyrood Protestant Episcopal Church at the southwest corner of Broadway and West 181st Street. It remained in the churchyard until the property was sold, and it was then brought to Roger Morris Park in 1911—the present location—and reset and dedicated in the rear of the Jumel Mansion on May 30, 1912, under the auspices of the City History Club. (Eighteenth *Annual Report*, American Scenic and Historic Preservation Society, 1913, pp. 90–91, 99–101). A tablet affixed to a separate base has the following inscription:

11 Miles
from
N. York
On the Kingsbridge Rd.
In 1769 at 170 Street
In 1819 at 189 Street
The City History Club
1912

12th MILESTONE: Series unknown (1769, 1801, or 1813), probably 1813. Marked (now illegible): "12/ Miles/ from/ N. YORK." Brownstone. *Now embedded in the stone retaining wall at the south entrance of Isham Park on Broadway, west side, north of West 211th Street.* [Illustrated, p. 186]

The original site of the 12th Milestone of the Series of 1769 was on Broadway (Kingsbridge Road), west side, at or near West 190th Street. It may or may not have been recut and reset in 1801. In 1813, it is known for certain, the Milestone which now exists was placed on Broadway (Kingsbridge Road), west side, just south of the Dyckman House at West 204th Street. At some later date in the 1800's this stone was set into the stone retaining wall of the Isham estate, where it now stands. This property is now part of Isham Park. The Milestone at one time became loosened from the wall, but it was promptly reset by the City History Club.

Borough of The Bronx[62]

15th MILESTONE (Albany Post Road). Marked: "15/ Miles/ from/ New York/ John Zunicher/ Stone Gutter." Brownstone. Stonecutter: John Zunicher. *Now in Van Cortlandt Park, adjoining the Frederick Van Cortlandt Mansion near Broadway and West 242d Street.* [Illustrated, p. 207]

[62] Besides the single extant Bronx milestone listed below, there is also standing, at the southwest corner of Boston Road (New Boston Post Road) and East 168th Street, Bronx, a spurious Milestone on the site of the former 10th Milestone. This stone is marked "5/ MILES/ TO/ CITY HALL/ 1936," and probably originates from the date depicted on its surface. The original 10th Milestone disappeared sometime after 1923. See Part VII, "New York City Milestones which have Disappeared in Recent Years," *ante*.

According to the Colles Road Map of 1789, the original site of the 15th Milestone on the Albany Post Road was on Bailey Avenue (Albany Post Road), at or near West 234th Street. At a later date, possibly about 1813 to conform with the resetting of milestones on Manhattan Island, it was moved north on the Post Road to a position in the hamlet of Mosholu about half way between West 242d and 246th Streets, a short distance north of the original site of the 16th Milestone. The City History Club reset the 15th Milestone in the early 1900's (F. B. Kelley, comp., *Historical Guide to the City of New York* [1913], 184), but sometime after 1913 the stone was removed by Edward C. Delafield of Riverdale from its precarious position by the roadside where it was in danger of destruction. It was found by James S. Pettit, and its resetting in Van Cortlandt Park was suggested in 1933 by the Field Exploration Committee of The New-York Historical Society. On November 18, 1934, it was reset on a granite block adjoining the west wall of the Van Cortlandt Mansion and dedicated by the Washington Heights Chapter, Daughters of the American Revolution. (*Annual Report*, NYHS, 1934, p. 27; *New York Times*, November 19, 1934.) Zunicher's name is no longer legible. A bronze tablet affixed to a separate base has the following inscription:

15th MILESTONE/ of the/ ALBANY POST ROAD/ 1769 (MAP) 1934
Presented by/ WASHINGTON HEIGHTS/ CHAPTER D.A.R.

Borough of Brooklyn

NEW UTRECHT MILESTONE: This stone is marked with two inscriptions. One face is marked: "10½/ Mile to/ N. York/ Ferry/ This Road ☛ To Jamaica/ 15/ Mile/☛." The other face is marked: "8¼/ Mile to/ N. York/ Ferry/ This Road/ ☚/ To Denyss/ Ferry/ 2½ Mile/☚." Brownstone. *Now in Milestone Park on the east side of 18th Avenue between 81st and 82d Streets, New Utrecht.* [Illustrated, p. 169]

This stone originally stood in a triangle on 18th Avenue between 81st and 82d Streets at a now-obliterated road junction of New Utrecht Lane—now 18th Avenue—and King's Highway, which started at this point and headed eastward towards Flatlands and the Jamaica Road. The section of the King's Highway which ran between 18th Avenue and the present Bay Parkway has been effaced. F. B. Kelley (*Historical Guide to the City of New York*, 260) states that this Milestone, dating from 1741, was the private property of the Van Pelt family who resided for many generations in a house which still stands a few feet from the Milestone at the corner of 18th Avenue and 81st Street. About 1890 the Milestone was in danger of destruction when Road Commissioner A. V. B. Bennet dug it up to clear the highway and put it into a wagon to cart it away, but instead he was induced by Mrs. Townsend C. Van Pelt to reset the stone near the fence in front of her house. In May 1910 Mr. and Mrs. Van Pelt gave a plot of ground, 15 by 20 feet, to the City to preserve the stone on its original site, and on May 12,

5TH–1ST MILESTONE

Northern Boulevard (Jackson Avenue), Queens

Photograph by Dr. George W. Nash, 1905

This stone marked the distance of five miles to 34th Street Ferry and one mile to Flushing Bridge. It is the only milestone which still stands in the Borough of Queens, and can be seen on the south side of Northern Boulevard (Jackson Avenue) adjoining No. 98–20, between 98th and 99th Streets.

1917, the Milestone was moved back to its old site and dedicated by the City History Club in its present location. (Twenty-Third *Annual Report* [1918], American Scenic and Historic Preservation Society, 246–48; *ibid.* [1921–22], 118; Charlotte R. Bangs, *Reminiscences of Old New Utrecht and Gowanus* [1912], 143–44.) Denyse's Ferry, mentioned on the stone, was located at Fort Hamilton at The Narrows.

6th MILESTONE (King's Highway). Marked: "6/ Mile to/ Ye/ Ferry." Brownstone. *Now in the Long Island Historical Society.* [Illustrated, p. 216]

This Milestone formerly stood on the south side of King's Highway between one- and two-hundred feet west of Ocean Avenue on the old Bennett Farm. In 1921 Mr. Elias Bennett presented the stone to the Kings County Historical Society, and in 1941 it was deposited in the Long Island Historical Society, where it can now be seen.

UNIDENTIFIED MILESTONE (King's Highway). Marking illegible. Brownstone. *Now in the Long Island Historical Society.* [Illustrated, p. 217]

This Milestone stood in front of the John L. Ryder House on King's Highway at East 34th Street, Flatlands. The face of the stone has been battered so that the inscription is no longer legible. It was deposited by the Kings County Historical Society in 1941 in the building of the Long Island Historical Society.

Borough of Queens

5th–1st MILESTONE. This stone is marked with two inscriptions. One face is marked: "5/ MILES TO/ 34th/ STREET/ FERRY." The other face is marked: "1/ MILE/ TO/ FLUSHING/ BRIDGE." *Now on the south side of Northern Boulevard between 98th and 99th Streets, adjoining No. 98–20.* [Illustrated, p. 233]

This Milestone was reported in 1913 to have disappeared, but it was found and reset by the City History Club in 1916. (F. B. Kelley, comp., *op. cit.*, 374; A. E. Peterson, ed., *Landmarks of New York*, 192.)

Borough of Richmond

MILESTONE (Richmond Turnpike). Marked: "[ ]/ Miles/ to/ N. YorkE." Brownstone. *Now in the Staten Island Institute of Arts and Sciences, St. George, S. I.* [Illustrated, p. 221]

This Milestone formerly stood on Victory Boulevard (formerly Richmond Turnpike) at the corner of Signs Road, between Bulls Head and Travis. It is the only known Milestone on Staten Island, and it was secured for preservation in 1890. (*Proceedings*, Natural Science Association of Staten Island, February 13, 1890.)

BOOK REVIEWS AND NOTICES

When New York Was Called Angoulême. By JACQUES HABERT. (New York: The Transocean Press, 1949. 112 pages, appendixes, illus. $2.50.)

Well, we can "lay our pistols down" now. All doubt that Giovanni da Verrazano was the first white man to enter New York harbor has been dispelled, and what's more, as told by Mr. Jacques Habert, he named the country 'round about "Angoulême" in honor of the French King Francis I. The family name of that royal personage happened to be Francois d'Angoulême before he ascended to the throne and Verrazano in his letter to him said that the newly discovered land was named "from the principality which Thou attendest in a lesser fortune."

A few readers of our *Quarterly* may recall a brief article that appeared in the January 1944 issue in which was observed that, notwithstanding Buckingham Smith's contention, "it is not customary to question a document which upon its face bears no evidence of deception," and certainly if there was any element of doubt as to the genuineness of this letter written by Verrazano on July 8th, 1524, why, in the name of Heaven, was it allowed to go unchallenged for over 300 years?

Buckingham Smith, in "An Inquiry into the Authenticity of Documents Concerning a Discovery in North America Claimed to Have Been Made by Verrazano," read before our Society, October 4th, 1864, says that the publication of Verrazano's letter was made for the first time in 1556 (32 years after its date) during which interval Francis I had died, and that no annal or document of any sort had ever been found in support of the discovery claimed to have been made by Verrazano. In another part of his paper Mr. Smith allowed that "the general character of the land and its vegetation, could have been so correctly described only from actual information" but that the description of the coast south of the harbor—"being so bold that within four or five fathoms of the shore there are twenty-four feet of water at all tides"—is not such "as could have been made by a sailor taking no more than ordinary interest in a new country along which he was passing for the first time: they are more like such facts as might be invented and thrown in among the observations found in the memorandum book of a landsman."

The only point that matters now is to give credit where it properly belongs, and this is exactly what Mr. Habert aims to do—no more, no less. He says, and we agree with him, that Giovanni da Verrazano and his French companions discovered the greater part of the Atlantic seaboard of the United States 83 years before Jamestown, 85 years before Hudson, and 96 years before the *Mayflower*. Wasn't that something to write home about?

The funny part of it is that while Italy produced great navigators—Columbus, Cabot, and Verrazano, to name only three—she didn't father

the enterprises her sons engaged in. Wasn't she as much interested in adventure upon the high seas and the lands beyond as Spain, Great Britain, and France?

How about jotting down a few memos from Mr. Habert's book as memory refreshers?

"It is a fact that the name 'Angoulême,' given in 1524 to the land where New York stands, still figured . . . on maps drawn as late as 1561."

Though the original manuscript of Verrazano's report to "The Most Serene King of France" dated July 8th, 1524, from the harbor of Dieppe in Normandy, has not been recovered so far, two contemporary copies of it written in Italian do exist.

The Verrazano map of 1529 is reproduced in Isaac Phelps Stokes, *The Iconography of Manhattan Island 1498–1907*.

The Globe of Ulpius, 1542, at The New-York Historical Society, bears many names from Verrazano's map.

Ramusio's discourse, written in 1539, on the Voyages made to the Country of the West Indies, calls that country by the name: New France.

Another thing—the voyage of the Dauphine was told in French, English, Dutch, Latin, and Spanish as early as the 16th century. Why wasn't the account contested then?

An now 'tis only fair to say that not the best taste in the world was shown in leaving off all mention of the nation which equipped, financed, and sent Verrazano on his voyage of discovery, from the bust of him in Battery Park, New York.

When New York Was Called Angoulême is a swell book—ought to be read by every New Yorker—and our everlasting thanks are due to Jacques Habert for his patience, skill, and industry in writing it.

Ormond Beach, Florida GEORGE A. ZABRISKIE

Burke's Politics: Selected Writings and Speeches of Edmund Burke on Reform, Revolution, and War. Edited by Ross J. S. HOFFMAN and PAUL LEVACK. (New York: Alfred A. Knopf, 1949. xxxii + 536 + x pages, index, frontis. $4.75.)

History furnishes few more controversial figures than Edmund Burke. Contemporary opinion of him touched extremes: He was both a conservative and a liberal who went wrong on the French Revolution. He built up the Whig party only to destroy it. He was at once an eminent political philosopher and no philosopher at all. Burke's position on the French Revolution was justified on the ground that, in its external relations, the Revolution was from the beginning a nationalist upheaval, in itself germinal of Napoleonic imperialism. It was condemned on the ground that the French were driven to aggression in self-defense and thrown into the arms of Napoleon by foreign attacks incited in part by Burke himself. Even with the perspective that comes with time, Burke

remains an enigma. Despite the fact that John Morley was supposed to have established the consistency of Burke's thought for all time, later writers, like Cobban, have been forced to admit that "an inconsistency runs right through his thought." Several schools of interpretation currently reflect the controversies that divided Burke's contemporaries. The findings of Robert M. Hutchins of the University of Chicago and of a group of peripheral writers differ, for example, from those of the New England humanists led by the late Irving Babbitt and from those of independent writers who have adapted this new humanism to their own purposes. Hutchins sees in Burke the defender of oligarchical interests against attack from whatever quarter—using the people against the King when the attack came from him, abandoning the people when the attack came from them; exercising his noble talents for liberty and justice only when the interests of humanity coincided with those of the landed aristocracy. Other writers see Burke similarly as the philosopher of a political conservatism which supported the transfer of supremacy from Crown to Parliament—but Parliament led by an aristocracy under sanctions similar to those earlier claimed for the King. To David Spitz of Ohio State University, also, Burke's pattern of thought is basically an indictment of the democratic way of life. The New England humanists, on the other hand, are extolling Burke as a leading protagonist of their concept of natural aristocracy as the ideal for the American way of life.

In these circumstances, an exhaustive re-study of Burke's life and political thought in their broad setting is an inescapable prerequisite to a genuine understanding of Burke's position. Such a selection of his writings and speeches as Hoffman and Levack's well-edited *Burke's Politics* is no substitute for this study, for insufficient scope is allowed the editors in which to reconcile the various interpretations of the man and to establish his true position in the political field. Nevertheless this useful work by Professors Hoffman and Levack performs the valuable service of allowing Burke to speak for himself through the medium of his writings and speeches. Unfortunately, the editors are not content with this but ask the public to accept Burke as an ideal prototype for leadership today. In view of the present imperfect state of our knowledge of what Burke stood for, this stakes out too sweeping claims for him. What, for instance, would Burke's attitude have been toward the American Republic's progress along the road of constitutional democracy? The editors do not pose this question but they do answer it indirectly by arguing that Burke was a liberal and reforming conservative. This they do by presenting from Burke's writings and speeches selections on ten topics—each preceded by a short historical introduction. With the exception of those on the French Revolution, these excerpts are intended to show Burke's liberal views on such concrete issues as the arbitrary government of George III, freedom of trade, religious toleration and political emancipation for Roman Catholics in Ireland, humane government for India, and the American Revolution. The exposition would be

convincing except that it does not come to grips with the objection that his liberalism was rather an expedient of party advantage than a weapon for humanitarian purposes. They partially concede the point when they admit "His supreme purpose in attacking George III's government on American and Irish questions had not been the gaining of American independence or the satisfaction of Irish nationalists' demands, but the preservation of traditional English liberties and the integrity of the British Empire." (Page 213.) Nor do they satisfactorily explain why Pitt died fighting for the latter ideal, while Burke's devotion to party politics led him to prefer American independence to an imperial connection depending solely on the Crown. With respect to constitutional democracy, the editors maintain that his opposition was to Jacobin democracy rather than the historic processes of democracy itself. Perhaps so, but their chapter on administrative and constitutional reform shows Burke nevertheless opposing such commonly accepted historic processes of political democracy as frequent elections, vote by ballot, the abolition of the rotten borough system, and enlargement of the franchise.

On the more controversial subject of the French Revolution, the editors view with favor Burke's condemnation of the philosophy of the Enlightenment, with its emphasis on natural or human rights, majority rule, and justification of revolutions. Burke's acceptance of the alternate doctrines of prescriptive rights, aristocratic privilege, and the sacredness of existing institutions the editors commend mainly by identifying American constitutional democracy with prescriptive rights, and by interpreting Burke as a "reforming conservative" rather than a "conservative reformer"—*i.e.*, one willing to reform only when it is necessary to conserve. In so doing the editors implicitly oppose while they ostensibly ignore the viewpoint of those historians who maintain that Western constitutional democracy aims at the ideal middle course—between the extremes of prescriptive rights and of just revolutions—of preserving existing institutions through progressive change in order that revolutions may be averted, and who thus see Burke as too reactionary to become a leader of the American experience.

In the international field, the editors recommend the application of Burke's ideas as a solution for our most crucial current problem: Russia. Just as Burke sought the revival of a European commonwealth of Christian states in order to combat Jacobin democracy, so the editors believe that such a commonwealth should now be revived under the leadership of the United States in order to combat Communism, without, however, analysing the plan or showing its applicability to the present situation.

It is only just to conclude on a well-deserved note of praise. In general it may be said that Professors Hoffman and Levack have placed all students in their debt by their admirable selections and their scholarly and at times brilliant editorial commentary.

The New-York Historical Society E. Marie Becker

Artists in the Life of Charleston Through Colony and State from Restoration to Reconstruction. By Anna Wells Rutledge. [Transactions of the American Philosophical Society, N.S., Vol. 39, Part 2] (Philadelphia: American Philosophical Society, 1949. pp. 101-260, index, illus. Paper covers, plain, $2.50; with illus., $3.00.)

We can now begin to realize the considerable activity in the arts which took place during the early Colonial period in the major seaports: Boston, New York, Philadelphia, Baltimore, and Charleston. Yet even to this day we have for the most part only a meager knowledge of these activities and of the lives of the lesser-known practitioners of the arts. Our literature in the history of American art is weak in the sociological as opposed to the strictly biographical studies. In this present work by Miss Rutledge the scope is very broad indeed, for she has not only recorded all artists but has placed these artists in four centuries of Charleston life.

Dr. J. Hall Pleasants has, through long years of study, given us a fine record of Baltimore artists which one can see in the catalogue of the Baltimore Art Museum *Two Hundred and Fifty Years of Painting in Maryland*, 1945. Many volumes have appeared covering various aspects of art and their place in the life of New York, but as yet no one comprehensive historical study has been done. We still need more work on Philadelphia and Boston fully to appreciate the activity of the major and minor artists and artisans in these two major centers. Miss Rutledge has set a fine standard in this study of Charleston, her native city, for later art historians to meet. It is exceptionally well organized—a tremendous improvement over past studies—and sets a new standard for all works of this type. First of all the table of contents outlines the subdivisions of each of the eighteen chapters, thus enabling the reader easily to find any particular section which is of interest. Following the text is a section containing forty-seven halftone illustrations. In subject matter they give a fairly comprehensive representation of portraiture and historical subjects, of easel paintings and miniatures as well as of prints of iconographical interest. The Appendix makes a great quantity of source material readily available for it is divided into the following four groups: Artists' Advertisements, Chronological List of Artists, Classified List of Artists, and, finally, a Classified List of Subjects.

Because of its encyclopaedic scope we have here a work far more important than a mere scrapbook, although the collecting of local press notices was perhaps the first step in the preparation of the work. We now have a basic reference work on artists of Charleston and a book which all later historians of American art will have to use. The reviewer hopes that possibly some of the fragmentary references to such painters as Christian Mayr, Thomas Leech, Theodore Moise, and F. A. Wenderoth, will be picked up by local historians and expanded into full-length studies.

Smith College Museum of Art Mary Bartlett Cowdrey

Bank Note Reporters and Counterfeit Detectors, 1826–1866, with a Discourse on Wildcat Banks and Wildcat Bank Notes. By WILLIAM H. DILLISTIN. [*Numismatic Notes and Monographs,* No. 114.] (New York: The American Numismatic Society, 1949. viii + 175 pages, appendix, bibliography, index, 19 plates, paper cover. $3.50.)

During the period of our history when the note issues of state-chartered banks formed the bulk of the nation's circulating medium, the number of such institutions increased so rapidly, their credit was so uncertain, and their notes were counterfeited so frequently, that no merchant, not even a banker, could cope unaided with the flood of paper money, genuine and false, from hundreds of banks, good, bad, and indifferent, which came his way in the ordinary course of business. Whenever an unfamiliar bank note was tendered to him, he consulted his "bank note reporter and counterfeit detector," ascertained therein the current financial standing of the bank whose note lay before him, and checked it against the descriptions of any counterfeit, spurious, or altered notes which might be in circulation on that bank. In spite of these precautions handlers of paper money were not infrequently taken in. Without their monthly or weekly reporter they were practically defenseless.

In this well-printed and beautifully illustrated volume the author (who is general auditor of the Federal Reserve Bank of New York, and has published historical directories of the banks of New York State and New Jersey) recounts the history of these bank note reporters and their publishers, with much interesting and valuable background information on the conditions which gave rise to such publications. He lists some fifty of them, many known to him only by name, and most of the rest surviving only in scattered issues. Mahlon Day of New York pioneered in this field, but the most successful of all the bank note reporters was probably John Thompson's. Founded (also in New York) in 1842, it reached a circulation of 100,000 by 1855. Thompson began his business career selling lottery tickets in Poughkeepsie, soon afterwards becoming an exchange broker in New York; and he ended it as a founder and president of the Chase National Bank. Though New York was the center of bank note reporter publishing, they appeared in other places—Philadelphia, Boston, Cincinnati, and as far west as Saint Louis.

The author's discussion of banks and banking, while intentionally brief, will be of value even to specialists in banking history. His chapter on "Counterfeiters and Counterfeiting" breaks new ground in a field which has so far been studiously neglected by professional historians. In the state-banking era the traffic in bad money assumed the proportions of big business on a nation-wide and even international scale, and became a national scandal. Yet it is mentioned only casually, if at all, in most of our histories. With Mr. Dillistin's excellent monograph at their disposal, future writers will have no further excuse for ignoring the counterfeiter.

University of Delaware H. CLAY REED

Snubbing Posts, An Informal History of the Black River Canal. By Thomas C. O'Donnell. (Boonville, N. Y.: Black River Books, 1949. 160 pages, illus., map. $2.00.)

Anyone who has driven along the State highway between Rome and Boonville is familiar with the course of the old Black River Canal. At first it follows along the valley bottom, like any man-made imitation of a stream; but then all at once you find it taking to the hillside, climbing on its own locks, the way anyone could see that only man would think of making water go. It is really quite an extraordinary thing, even when you see it weed-grown, empty and forlorn, the way it clings around the outer breasts of the hills, with the Lansing Kill close to a hundred feet straight down; but you have to think of it the way the canallers knew it. Then a boy behind the towing team could think of hopping off into one of the tree tops, provided he was good enough at making a running jump; and this hill-hung ditch was full of water, and instead of cattails its channel showed back the blue sky blowing clouds, and now and then a boatman must have had the illusion that he was floating a pitfull of spring ice to some celestial Coney Island.

There is a story that one of the engineers who helped construct the Panama Canal came up into our country for a vacation, and after he saw the Black River Canal he said the Panama job wasn't anything in comparison. All they'd had to do down there was dig until the banks stopped sliding. The Black River Canal had to be *built.*

And now Tom O'Donnell has come along and built it all over again, and in some ways he has done an even better job, for his canal will never wash out as long as the print will stick to the paper and no one is going to abandon it once he begins at Chapter One. For what O'Donnell has done is bring it back to life, from the time when men first began to talk about the possibility and figured the cost would be $931,014 including 198 locks, and the idea of taking water from one watershed across a divide into another seemed no more remarkable than making canal boats climb the sides of hills. Actually, of course, the canal cost $3,581,954, and that included only 109 locks for the whole distance between Rome and Lyons Falls, 71 of them in the first 25 miles between Rome and Boonville. A boat making the through trip to the Black River at Lyons Falls had climbed and descended 1,082 feet. With O'Donnell we go all the way through and then on down the river to Carthage.

It's far more than the story of the old canal, for he tells us all about the people, not only who boated it but those who lived along its banks; and the book itself is only one step in a growing historical study that may well become a minor classic. I say minor, advisedly, because, though there are many people in the two books already issued (the first was *The Sapbush Run*, a study of the north country railroad called by the New York Central its St. Lawrence Division), O'Donnell deliberately tells his story in homely colors. The large national issues of the passing years are here only by reflection; they seem remote and their effect is apparently in-

direct; and yet that is how it should be, for that was the way time touched these northern counties; and people's lives were not yet warped and strained by the ceaseless issues and dark and self-constructed fears that sweep each one of us today.

It is a time we want to look back to. Who knows, if more people like O'Donnell can take us back with such simplicity and directness, that it may not yet afford us a goal and a new hope.

Cambridge, Mass. WALTER D. EDMONDS

The Beginnings of Lutheranism in New York. By HARRY J. KREIDER, Ph.D.; Foreword by FREDERICK R. KNUBEL, D.D., LL.D., President of the Synod. (New York: [Carroll Good Inc., 17 Park Place, for United Lutheran Synod of New York], 1949. ix + 76 pages, illus., notes, paper covers. $1.00.)

Dr. Kreider, whose *Lutheranism in Colonial New York* appeared in 1942, was subsequently fortunate in recovering heretofore unused documents among the records of the Consistory of the Lutheran Church in Amsterdam which now for the first time date the oldest Lutheran organization in New Netherland and indeed in America as from 1649 and throw new light on the struggles of the young congregation for religious freedom under the Dutch and for a competent pastor under the English. This little booklet, therefore, is far more than a summary of previous accounts. While retelling much of the story of New Netherland Lutherans from sources already well used, it corrects a number of long-accepted misinterpretations by reference to lately found documents and enriches the story with new material interesting to the general historian of the Colony as well as to Lutherans. Written, as the Foreword states, "at the request of the United Lutheran Synod of New York, to celebrate the 300th anniversary of continued Lutheran organization in America," it concludes the "beginnings" only when it sees the twin congregations of New York and Albany at last firmly established with the arrival in 1671 of "a genuine pastor and spiritual leader, in the person of Bernhard Arnzius, from North Holland." A slip or two, such as the statement (p. 45) that after the Dutch capitulation the colony was called "New York State," does not detract from the value of this well-documented little work.

C.E.B.

Magazines in the United States: Their Social and Economic Influence. By JAMES PLAYSTED WOOD. (New York: The Ronald Press Company, 1949. x + 312 pages including biblio., index, illus. $4.00.)

Since Benjamin Franklin and Andrew Bradford competed for the distinction of being the first magazine publisher in the Colonies, American magazines have demonstrated a remarkable vitality and appeal. The number of titles crowding our newsstands today reaches epic proportions.

The book, the newspaper, and the magazine are, and evidently will be for some time to come, the three principal avenues of mass communication by means of the printed word and picture. Through these media such a torrent of materials is released as to tax severely our capacity to digest with thoughtful consideration and to judge qualitatively. More than ten thousand American newspapers have in excess of sixty-five million readers, and some seven thousand magazine titles reach an audience estimated upwards from seventy-two million.

Strong as the American periodical press is in its power to influence behavior and opinion, criticism of it is primarily limited to reader interest, and its content is rarely the subject of objective analysis. Our newspapers are none the better for the fact that no such outspoken and distinguished critics as Oswald Garrison Villard and Heywood Broun are at work today.

James Playsted Wood's *Magazines in the United States* is the fourth book published in the present century devoted exclusively to the development and character of American magazines. And his is the first single-volume treatment of the overall field since Algernon Tassin published *The Magazine in America* in 1916. Should Mr. Wood's book have no other merit than to draw attention to the need for a thorough critical investigation of the American magazine it would be of a considerable significance. His effort serves as a concise introduction to the subject; unfortunately his critique does little more than suggest the main lines along which a more intensive survey might be developed.

The historical materials Mr. Wood supplies as background to his study are of a summary nature, presenting in abbreviated form the substance of Dr. Frank Luther Mott's scholarly three-volume *History of American Magazines, 1741–1885*, plus the information necessary to bring the record up to 1949. The condensation has merits of its own. James Wood has written with clarity and vigor in a highly readable style, selecting anecdotes and dramatic situations to enliven his narrative. The focus of his attention is upon the factors which have seemed to govern the popularity of the periodical press and the evidences of magazine influence on American attitudes.

In stating the boundaries of his study Mr. Wood writes, "Specialized periodicals have not been taken into account here, nor have the subliterate been considered. 'Magazine,' with few exceptions, has been used to mean general periodical publications of large national circulations." Thus excluded from his consideration are most of the quarterlies, together with the pulps, comics, confessions, detective and motion-picture varieties. It is more than probable that the latter categories are as significant in our total cultural pattern as that group of publications with which Mr. Wood has concerned himself. Such material would have added interest and considerably enhanced the value of the book.

The American magazine was founded as an organ of information and entertainment, and in its performance of this dual function it survives

today. So successfully has it introduced itself to the public taste that its stature is that of a major industry grossing nearly $400,000,000 annually. The ratio governing the apportionment of information to entertainment occasions some of the best considerations in Mr. Wood's study. He pursues the phenomena of information disguised as entertainment and entertainment in the role of information through one magazine after another, commenting on editorial techniques and applying a not-too-exacting set of critical values. If he sometimes compromises on the side of materialism, it would seem to be because the subject under consideration is a profit-getting business, deriving its main support from advertisers, who are persuaded to make use of the medium through assurances of a large audience.

"Advertising," he informs us, "made possible the popular magazines of the 1880's and 1890's. Almost all of today's leading magazines depend on advertising for the greater part of their revenue. If their income were limited to the prices paid for subscriptions and for single copies bought at newsstands, magazines could not continue publication in anything like the forms with which we are familiar, possibly not in any form. It is advertising which pays for the spread of public information through the press, both magazine and newspaper, and over the radio. National advertising, which began in magazines and in which magazines continue to lead over other media, is an important social and economic force for this basic reason alone."

It is equally obvious that the vast sums of advertising thrown into magazine publishing have so raised the cost of magazine production that it is virtually impossible for any independent minority organ of rebellious political or artistic convictions outside the patronage of high finance to address itself to a mass audience. Clothing, soap, cigarettes, and automobiles are made known only through those media with which the majority is pleased.

Advertising has demonstrably raised the standards of American living. That it also exerts an active influence for a standardization of taste, employing too frequently the lowest common denominator, is a point Mr. Wood has mentioned but not stressed. The evolved homogeneity of public choice has done much to modify the general magazine as we know it today. This periodical has divested itself more and more of its distinguishing editorial characteristics. An informational article appearing in *The Saturday Evening Post* is not dissimilar from those published in the *Atlantic Monthly* or *Good Housekeeping*. A highly standardized form of escapist fiction fills the majority of these organs. The professional writer who adapts his technique to the established pattern of the commercial magazine with neither honesty nor individuality of expression is an all too familiar figure. Where such a leveling may lead us Mr. Wood does not predict.

It is evident that dissenting voices are fewer and weaker in the popular flood. In his treatment of the so-called "little" magazine, Mr. Wood does hardly more than call attention to Hoffman, Allen, and Ulrich's careful

study of this particular periodical type.* For the reader who might be otherwise unacquainted with the work of these three authors in analyzing the unique contribution of the little magazine to our literary and artistic production James Wood has rendered a considerable service. What is of most consequence to us at this time is that no little magazine of the originality and vigor of *The Dial or The Little Review* exists today.

The author's intention to investigate economic and social influence has been severely compromised not only by the bulk of material to be examined, but also by the highly subjective nature of the force at work. Newspapers and magazines, radio, television, and motion picture are so closely involved with one another that it is more often than not difficult, if not impossible, to trace the conditioned attitude of the average American to a single source. It is gratifying that Mr. Wood has not supplied us with a number of charts and graphs based on sampling techniques where the margin of error is a demonstrably large one. And he has not borrowed over-heavily from the market research surveys of advertising associations. It is only when such unmistakable evidences of the power of the press as the smashing of a corrupt political machine or the passage of a pure food and drug act are finally brought about that measuring devices of any positive accuracy can be set to work. Mr. Wood makes use of such opportunities, but his findings flatter, and he generalizes too freely.

It is immediately apparent that the American magazine wields an important and enormous power. What Mr. Wood neglects to tell us is that only a minute part of this potential is currently at work in educating us politically, economically, and artistically, that the output of the general magazine is by and large watered-down and undistinguished. It would seem more important to develop a public awareness of and an editorial respect for the exacting function which is demanded of our magazines, rather than to occupy ourselves wholly in devising techniques for measuring a force already recognized as pervasive.

Libel, obscenity, and incitement to crime are restricted in the American press by public ordinance. There are, however, no laws which can be applied to raise the intellectual content of published matter. Anti-trust measures can be invoked only to protect the press against the most obvious controls of vested interest.

Despite its several good qualities as an early effort in a difficult field, *Magazines in the United States* does not succeed in realizing its purpose on a positive plane. This might have been accomplished through a specific investigation of current magazine content, showing to what extent our magazines fulfill or disappoint our social and economic requirements of them.

Graduate School of Journalism, Columbia University

Basil Mitchell

* *The Little Magazine: A History and a Bibliography*, by Frederick J. Hoffman, Charles Allen, and Carolyn F. Ulrich. (Princeton, N. J.: Princeton University Press, 1946.)

The Atlantic Civilization: Eighteenth Century Origins. By Michael Kraus. (Ithaca, N. Y.: Cornell University Press, for The American Historical Association, 1949. xiii + 334 pages, including biblio., index. $3.75.)

Through many years, Dr. Kraus had studied cultural relations between Europe and the New World during the 18th century and the steady stream of his previous articles prepared for a comprehensive series of essays have now come out as "The Atlantic Civilization: Eighteenth-Century Origins." The American Historical Association has honored the author and itself by officially sponsoring this brilliant synthesis. The concept indicated in the book title is equally indebted to two influences: First there is the established college tradition to survey past and present in contemporary sociological terms. Such a survey is intended to produce an understanding of a "web" or "pattern" and the reader is persuaded to add to his impressions from his own thinking and thus induced to speculate on lasting effects of cultural interrelations. Secondly there is the progressively recognized method of the historian of ideas to dwell on outstanding personages and their thoughts and motivations. Both influences combined to allow the author perfect freedom of selection of topics and men. In parts he has furnished interpretations of well-known careers and artistic and literary phenomena, in parts he has drawn on wholly new manuscript materials found on both sides of the Atlantic. Of course, he deals mostly with men from all of the thirteen colonies before and after Independence, but occasionally the net is cast wider in order to include Latin America.

A look at the chapter headings will help the reader of this *Quarterly* to gauge the range of subjects most likely to provide great stimulus and their importance in the history of New York. "The Beginnings of an Atlantic Civilization" is followed by "Communications and Social Relations" and "Religious Relations." Two chapters are devoted to "Books and Learning" and "Graphic Arts, Music, and Architecture." And five chapters treat "The Humanitarian Spirit," "Scientific Relations between Europe and America," "American and European Medicine," 'America and the Utopian Ideal," and "Nationalism and Cosmopolitanism."

The author's thesis that a hybrid civilization was in the making is underscored by revelations of American originality or reciprocal influence on European living and thinking habits. For a balanced appraisal of his views of European or American preëminence in shaping the Foundations of an Atlantic Civilization the reader will turn to the "Summary." In the fields of political ideas and religious tolerance and certainly in the hardly determinable quality of readiness for innovation Dr. Kraus hands the palm to the New World. But in art and literature, in medicine and education he varies the traditional view of colonial indebtedness by greater emphasis on the give and take between England and the New World.

It may well be that his book will in future be remembered for the impetus it gave to a continuation and expansion of the Shepherd thesis (referring to the reciprocity of European and colonial contributions to Western Civilization during the age of discoveries) and it is certain that students of Local History will appreciate its guidance when they desire to tie their specialized researches with the broader interests of cultural history.

Queens College, Flushing, N. Y. MARTIN A. WEINBAUM

Art and Life in America. By OLIVER W. LARKIN. (New York: Rinehart & Company, [1949]. xviii + 547 pages including biblio., index, and 417 illus. $7.95.)

I have already stated in these pages my conviction that of all the books of all categories the most weighty, unwieldy, and inartistic are those on art and architecture. Following these patterns: the present book weighs five pounds, measures eight by eleven inches, and is so unwieldy that to be handled it must lie partly propped up on a table; and it is so inartistic that to be read it must be looked at under a strong light, because the type, which is not large to begin with, is cramped into double columns on thin pages. Turning to the frontispiece, one finds an inadequately small halftone plate, without any caption, swimming in an ocean of blank paper. The name of the culprit responsible for the "design" of the volume, should anyone be interested, is printed on the reverse of the title page.

The scope of the work "is the history of this country from its beginning to the present, told in terms of its painting, sculpture, and architecture, and of its minor arts and crafts." The author's purpose is to show "how these arts have expressed American ways of living and how they have been related to the development of American ideas, particularly the idea of democracy." He addresses himself to the student of American civilization and art, and also to "the general reader who, knowing something of this subject, would like to know more."

Considering the fact that Mr. Larkin is the first author to attempt a volume with such a broad scope, it seems almost captious to mention omissions of dates which, here and there, might have aided the reader in placing the artists as well as their work in point of time. Being the first book on the subject, its 417 halftone cuts alone make the book an invaluable pictorial compendium.

Century Club THEODORE BOLTON

ACTIVITIES OF THE SOCIETY

April 1: School Art League Program: "Window Display as a Career" by H. S. Calahan of Lord & Taylor. Films of the American Scene, showing "Steel Town," "Valley Town," and "New Ways of Farming."

April 5: Meeting of the New York League of Women Voters.

April 8: Films of the American Scene: "Circling the Square," "Your Child Is a Genius," "Funny Business," and "The Loon's Necklace."

April 11: Meeting of the Special Libraries Association, New York and New Jersey Chapters.

April 12: Lecture for members and friends by Mr. Thomas A. Larremore on "American Book Printing in the Mauve Quindecad, 1890–1904," the subject of the special exhibition which opened. (Exhibition to continue through July 15th.)

April 15: Films of the American Scene, showing "The F. B. I." "Doubtful Dollars," and "Your Postal Service." Installation of the High School Loan Exhibition, "New York From Meadow to Metropolis," in Lafayette High School.

April 19: Installation of the High School Loan Exhibition, "When Old New York Was Young," in William Howard Taft High School.

April 22: Films of the American Scene, showing "Radio Broadcasting Today," "Biography of the Motion Picture Camera," and "March of the Movies."

April 29: Films of the American Scene, showing "The American Teacher," "Does It Matter What You Think," and "Americans All."

May 2: Lecture for members and friends by Dr. Hall Taylor, Geology Department, Columbia University, on "New York Before Man Came," illustrated with slides. Opening of Recent Accessions exhibition. (Exhibition to continue through September 10th.)

May 6: School Art League Program: "Fun With a Cartoonist" by Myron Waldman. Meeting of the Oberlin Women's Club.

May 12: Meeting of Ukrainian Free Academy of Sciences.

May 16: Visit by the Mothers' Club with children of Circleville, New York. A demonstration of early American household devices was followed by a tour through the galleries.

June 5: Annual Strawberry Festival: Mr. Henry Blanchard, baritone, presented "American History in Song"; refreshments in the garden.

June 10: Awarding of 24 prizes to the winners of the New York Bay Discovery Contest, commemorating the 425th anniversary of John Verrazano's arrival in the waters of present-day New York, sponsored jointly by the French Folklore Society and The New-York Historical Society. Speakers at the ceremony were Dr. Fenwick Beekman; Mr. Henri Goiran, President of the French Folklore Society; Dr. Jacob Greenberg, Associate Superintendent of Schools, City of New York; Mr. James Kelly, Brooklyn Borough Historian; Mr. Francis Puaux,

Acting Consul General of France in New York; and Mr. Roger Garreau, French Ambassador to the U. N.

June 29: Presentation of School Art League awards. Welcome by Mr. Vail, addresses by Dr. Benjamin F. Steigman, Principal, High School of Music and Art, and Dr. Leopold Arnaud, Dean of Faculty, School of Architecture, Columbia University.

Miss A. Rachel Minick joins the staff of the Society as Head Cataloguer on July 1st. She succeeds Miss Edna W. Watkins whose sudden death on March 21st has been recorded in the *Quarterly* for April. Miss Minick comes to us from The Brooklyn Museum where she held the position of Head Cataloguer, having come to New York in 1943 from Baltimore where for 13 years previously she had been employed as cataloguer in the Enoch Pratt Free Library. She is the author of *History of Printing in Maryland, 1791–1800* and several articles.

Miss Patricia Sasseen, assistant in the Catalogue Department, left the Society on June 15th to be married. She was presented with a gift and the best wishes of the Staff at a reception given in her honor. Her position was filled on July 1st by Mr. Andrew Coddington.

Mr. Wilmer Leech, who joined the Society's staff in January 1948 as Assistant Curator of Manuscripts, was presented by the Staff, on May 25th, with a silver bowl, made by Tiffany, in commemoration of his 50 years in library work. Beginning in 1900 in the Library of Congress in Washington, he became assistant to the State Historian of New York, holding the position from 1908 to 1914. He then assumed the position of senior assistant in the Manuscript Division of the New York Public Library where he remained until his association with the Society.

Mr. Arthur Carlson, recently elected Vice Chairman of the New York group and Membership Chairman of the national Geography and Map Group of the Special Libraries Association, attended the annual convention at Atlantic City on June 13th. On April 21st, he gave an illustrated talk on Broadway through the years at the Annual Dinner of the Women's Club of the Broadway Tabernacle, Broadway and 56th Street. His article: "Old Maps Recorded History" in the *Library Journal* for March 15th discusses the Society's unique copy of the 1731 Bradford Map of New York City.

The Society was the subject of a Voice of America Broadcast in French recently when, on April 11th, recording equipment was brought up and Mr. Wayne Andrews, Curator of Manuscripts, was interviewed about items on exhibition and in our archives associated with France.

Mr. Wall was interviewed on Station WNYC on April 26th by Mr. Orestes S. LaPolla, Coördinator for the School Art League. The program evolved around the Society's exhibition and attractions for the lay visitor. He was also the guest speaker for the History Club of Queens College at that school's annual Vocational Conference. The subject under discussion was "Job Opportunities in History and Related Fields."

RECENT ACCESSIONS

World war II posters issued by the U. S. Government—a complete collection of the 1,171 posters relating to recruiting, bond drives, food conservation, and other phases both military and civilian, of the war effort. *Gift of Dr. Abram J. Abeloff.*

Oil portarit of *Dr. William Golden Mortimer* (1853–1933), father of donor, by William Morgan. *Gift of Mrs. Helen Adams.*

English Tower musket, bayonet, cartridge boxes and belt-plate used by, and books from the library of, the father of donor, William Althause, Co. H, 128th Regiment, New York Volunteers, in the Civil War; lithograph of the encampment of his regiment, Camp Millington, Baltimore, 1862. *Gift of Miss Carrie Althause.*

Three early 19th-century spoons and needlework pocketbook which belonged to Rebecca Austin, descendant of Miles Standish, and an ancestor of the donor. *Gift of Miss Jane Austin.*

Candelabra, two mahogany bookcases, pier tables, three paintings, silver, including tea set made by W. G. Forbes, New York, *c.* 1800 and presentation silver made by S. Kirk & Son, Baltimore, all from the Beekman house on East 38th Street; first edition, second issue, of authorized King James version of the Bible—the "She Bible"—1611; volume containing invitations, tickets, programs, souvenirs of the centennial of Washington's inauguration, 1889. *Gift of the Beekman Family Association.*

Ten volumes relating to New York City and State, including presentation copy from Colonel Duryee of Davenport's history of the Duryee Zouaves. *Gift of Mrs. T. Bache Bleecker.*

Two Canadian Customs certificates, one stamped Chilicoot Pass, March 24, 1898, the other White Pass, B.C., March 29, 1899, issued to donor for duties paid during the Klondike gold rush; donor's British Columbia free miner's certificate, February 27, 1899. *Gift of Mr. Henry Chauncey Cryder.*

Miniature of *Deacon William Davis* (1770–1850), of Boston, great-grandfather of donor, by Unidentified Artist, *c.* 1800; collection of silver, including wedding silver of donor's mother and grandmother. *Gift of Mr. Dudley Davis, in memory of his mother, Marie Antoinette (Baker) Davis.*

De Peyster Family Bible, printed at Philadelphia for John Thompson and Abraham Small, 1798; two volumes, folio, bound in free-calf, containing records of the De Peyster and related families, with bookplate of Frederick de Peyster. *Gift of Mr. Raphael Esmérian.*

Pier table; set of Spode china used in Gracie Mansion by Archibald Gracie, Sr., ancestor of donor. *Gift of Mrs. Clarence S. Fiske.*

Twenty-one volumes of newspaper clippings relating to the Honorable Clarence Lexow (1852–1910), grandfather of donor, chairman of

State legislative committee which investigated police corruption in New York City, and head of the committee on cities when Greater New York Charter was enacted. *Gift of Mrs. William Fulmor (Katharine Morton Babcock).*

Sixty-four albums of photographs of New York elevated railroads and the demolition of elevated lines in Manhattan and Brooklyn; 15 volumes of Moody's Railroads, Banks, Government and Municipals, Industrials, and Public Utilities, 1942–45, supplementing earlier gifts. *Gift of Mr. Norvin H. Green.*

Eighty-nine letters, 1861–1863, and many original envelopes, from John Scott, 36th New York Volunteers, and from William Scott, 7th New Hampshire Volunteers, to their mother, Mrs. Margaret Scott of New York City. *Gift of the Reverend William Alfred Grier.*

Oil portrait of *Dorman Bridgman Eaton* (1823–1899), civil service reformer and lawyer, by Carroll Beckwith. *Gift of Mrs. A. Barton Hepburn.*

Memoirs of Wirt Howe (1875–1940), lawyer, on the legal staff of the United States Shipping Board and of the Tennessee Valley Authority, three typewritten volumes. *Gift of his sister, Mrs. Aubrey D. Heward (Bessie Herbert Howe).*

Two U. S. Navy helmets of World War II. *Gift of Mr. Frank L. Jackson.*

Oil portrait of *Unidentified Gentleman* by Unidentified Artist. *Gift of the heirs of Walter Jennings.*

Five letters from Cornelius Vanderbilt to James H. Banker, 1868–1875. *Gift of Mr. Rockwell Kent.*

Twenty-three typewritten volumes of material relating to the New York Tammany Society; additions to the Kilroe Collection of legal and war correspondence, court cases, scrapbooks, family records, and menus; 45 books and pamphlets relating principally to trials. *Gift of Dr. Edwin P. Kilroe.*

Minatures of *Louise Kreischer* by Marion Entz, and of her mother, *Mrs. George F. Kreischer* by Hooper; three French miniatures. *Bequest of Miss Louise Kreischer.*

Full-dress uniform, 23d Regiment, New York National Guard of Brooklyn. *Gift of Colonel Mortimer Lasky.*

Livingston Family Tree, in watercolor. *Gift of Mrs. Leila Livingston Morse.*

One-hundred-seventeen amateur periodicals; contemporary ephemera. *Gift of Mr. Beecher Ogden.*

Nine manuscript amateur periodicals, 1876–1881, composed, lettered, and illustrated, as a boy, by the donor's brother, William Wright Patterson, of Brooklyn. *Gift of Miss Ann Cuyler Patterson.*

Four oil portraits—*Chauncey M. DePew* (1834–1928) by Seymour M. Stone, 1929; *Cornelius A. Pugsley* by Isabel Bishop, 1928; *Chester D.*

Pugsley by Isabel Bishop, 1929; *Frank Dempster Sherman* (1860–1916) by Morgan Hart. *Gift of the Peekskill Military Academy.*

Two oil portraits—*General John J. Pershing* by Seymour M. Stone, 1932; *Lieutenant General Robert Lee Bullard* by Seymour M. Stone, 1931. *Gift of Chester D. Pugsley.*

Business papers of Ernest Fiedler(1804–1872), importer of New York City. *Gift of Mrs. H. Montague Robertson* (née *Fiedler*) *and of her daughter Mrs. William Lathrop Rich.*

Forty-one Lecture Bulletins, 1899–1903, published by the Institute of Social Economics, Union Square, which printed the lectures by its president, George Gunton, father of donor. *Gift of Mrs. Louise Gunton Royston.*

Collection of menus, invitations, circulars and recruiting pamphlets of the Seventh Regiment of New York, supplementing the military library of the Regiment previously presented. *Gift of the Seventh Regiment through Major Kenneth C. Miller.*

Collection of ten powder horns, seven powder flasks, two shot pouches. *Gift of Dr. Harry L. Shapiro.*

Two white quilted bedspreads made for donor's mother's marriage in 1859; pair of coral bracelets, black lava mourning jewelery, two watches and other jewelry worn in the 1870's. *Gift of Miss Isabel M. Smith.*

Two Baltimore magazines; volume containing Baltimore broadsides, newspapers, and manuscripts, 1780–1825. *Gift of Mr. J. Barstow Smull.*

Oil portrait of *Claus Doscher*, grandfather of donors, by Unidentified Artist, *c.* 1870. *Gift of Mrs. J. Hubert Stevens and Mrs. Lucile Carter.*

Oil portraits—*Captain S. Edson Gage*, 2d Co., 9th Coast Artillery Corps, by John Ward Dunsmore, 1918; *Bridgadier General Charles Elliott Warren*, Adjutant of Veteran Corps of Artillery, by O. H. Perry, 1911; *Reverend Francis Landon Humphries* by Unidentified Artist; records of the Veteran Corps of Artillery, constituting the Society of the War of 1812, including rosters, service records, orders, invitations, newspaper clippings, and correspondence. *Gift of the Veterans Corps of Artillery.*

NEW YORK CITY NEWSPAPER FILES 1835–1949

Gift of *The New York World-Telegram and The Sun*

The recent gift by Mr. Thomas W. Dewart, former president of *The Sun*, and Mr. Roy W. Howard, president and editor of *The New York World-Telegram and The Sun*, of 1,283 volumes of *The Sun*, 243 volumes of *The Evening Sun*, 63 volumes of *The Weekly* and *Semi-Weekly Sun*, 1,315 volumes of *The World*, 24 volumes of *The New York Times* for 1945, 165 volumes of the *New York Herald* and four odd volumes of other papers—a total of 3,097 newspaper volumes—is a notable addition to the Library's newspaper collection.

The Sun file starts with January 1835, although the paper actually commenced on September 3, 1833. Since the Library already has *The Sun* for 1834, this means that there is practically an unbroken file here from January 1834 to November 30, 1949. So far as is known, this is the only complete file of *The Sun* for the 1849's and 1850's in existence.

The World file begins with June 14, 1860 (Vol. 1, No. 1) and is nearly complete through the last issue published, February 27, 1931. The file of *The Evening Sun* commences with the first issue, March 17, 1887, and continues through the last issue with this title, September 30, 1920. On October 1, 1920, the morning edition of *The Sun* was discontinued and the evening edition took the title *The Sun.*

The Sun was founded by a printer, Ben Day, and was the first successful penny paper published in New York City. Day's paper, tabloid in size and filled with spicy bits of police-court news was frankly designed to reach a public which was not attracted to and probably could not afford the staid six-cent sheets of that day. The famous "Moon Hoax," the first installment of which appeared in *The Sun* of August 25, 1835, sent the circulation skyrocketing. The "Balloon Hoax" written by Edgar Allan Poe appeared in the same paper on April 13, 1844. In 1868 Charles A. Dana acquired *The Sun* and made it famous for brilliant and amusing news pages and editorials. Probably the most famous editorial ever written, Francis P. Church's "Is There a Santa Claus," appeared in *The Sun* and is still widely reprinted. Mr. Edward P. Mitchell succeeded Mr. Dana as editor and carried on the Dana tradition. *The Sun* passed into the hands of Mr. Munsey and later was acquired by William T. Dewart.

The World, starting as a religious paper in 1860, had a rather unsuccessful career until it was purchased by Joseph Pulitzer in 1883. Pulitzer had advanced ideas about how a newspaper should be run and soon had *The World* making money. He was famous for stunts such as sending his reporter Nellie Bly around the world in a little more than 72 days—a record for 1890. He later engaged in a circulation war with Hearst. In the 1920's *The World* had on its staff a roster of brilliant literary figures such as Franklin P. Adams, Heywood Broun, Frank I. Cobb, and Deems Taylor.

These voluminous newspaper files add tremendously to the Society's already vast holdings of New York City newspapers and will be a rich source for historical research—all the more so since the gift included three card indexes (425,000 cards) covering a portion of the files. The first index is to the morning edition of *The Sun* and its successors from January 1, 1913, to March 18, 1924: *The Sun*, 1913–1920; *The Sun and the New York Herald*, 1920; and *The New York Herald*, 1920–1924, when the *Herald* united with the *New York Tribune*. The second index is to *The Sun* for 1924 and 1925. And the third is to enlisted men in the U. S. fighting forces and to subjects of World War II mentioned in *The Sun.*

Louis H. Fox, *Newspaper Librarian*

THE BELKNAP BEQUEST

SINCE the appearance of the last *Quarterly*, the Society's holdings have been greatly enriched by the receipt of a collection of early American paintings, miniatures, and silver—the generous bequest of Waldron Phoenix Belknap, Jr., of Boston, formerly of New York City. The portraits, representing members of some of New York's oldest families, include works by such well-known artists as John Trumbull, Charles Willson Peale, John Wesley Jarvis, Henry Inman, Edward Ludlow Mooney, Asher B. Durand, Aimée Thibault, and by several important though as-yet-unidentified early New York and New England artists. A special exhibition of these splendid art treasures is now on display at the Society and will continue until November 12th.

The Belknap bequest includes the following paintings: *Johannes de Peyster III* (1694–1789) of Albany, by an early New York artist, 1718; *A Gentleman of the Hallett Family*, probably Joseph Hallett (1678–), by an early New York artist; *A Lady of the Hallett Family*, probably the first or second wife of Joseph Hallett, by an early New York artist; *Reverend George Phillips* (1664-1739) of Brookhaven and Setauket, by a New England artist; *A Gentleman of the Van Rensselaer Family*, probably Stephanus Van Rensselaer (1707–1747), by an early New York artist; *Mrs. Kiliaen Van Rensselaer, née* Maria Van Cortlandt (1674–), by an early New York artist; *William de Peyster, Jr.* (1735–1803) of New York, by Charles Willson Peale; *David Sproat* (1734–1799) of Philadelphia, copied by John Trumbull after the original; *Robert Lenox* (1759–1839) of New York, by John Trumbull; *Mrs. Robert Lenox* (1763–1843) by John Trumbull; *Mrs. Robert Lenox* (1763–1843) by Henry Inman; *James Lenox* (1772–1839) of New York, later of Dumfriesshire, Scotland, by John Wesley Jarvis; *James Lenox* (1800–1880) of New York, a contemporary watercolor copy of the portrait by Charles Leslie; *David Sproat Kennedy* (1791–1853) of New York, by Henry Inman; *Robert Maitland* (1769–1846) of New York, by Edward Ludlow Mooney; *Mrs. Robert Maitland* (1785–1864), by Edward Ludlow Mooney; *Aaron Belknap* (1789–1847) of Newburgh, by Asher B. Durand; *Mrs. Aaron Belknap* (1771–1862), by Asher B. Durand; and *Aaron Betts Belknap* (1816–1880) of New York, by Asher B. Durand.

The miniatures include the following studies: *Robert Lenox* (1759–1839) of New York, by Aimée Thibault; *Mrs. Robert Lenox* (1763–1843), by an unidentified artist; *James Lenox* (1800–1880) of New York, by an unidentified artist; *Young Lady of the Lenox Family*, possibly Alethea Lenox, by Aimée Thibault; *Unidentified Elderly Lady Connected with the Lenox Family*, by Aimée Thibault; *Mrs. Robert Maitland* (1785–1864), by Aimée Thibault; *Henry Remsen* (1762–1843) of New York, by an unidentified artist; *Mrs. Henry Remsen* (1787–1826), by an

unidentified artist; and *Mrs. Daniel Phoenix* (1765–1854) of Morristown, by an unidentified artist. In addition to the miniatures mentioned above, Mrs. Waldron Phoenix Belknap, Sr., has donated to the Society a miniature of *Mrs. Robert Lenox* (1763–1843), identical with the Inman study of the same subject.

The family silver, marked with the Lenox crest, dates from the late 18th- and early 19th-centuries, and includes pieces by the New York silversmiths, Hugh Wishart, Daniel Van Voorhis, John W. Forbes and William Forbes. The Society considers itself privileged to become the recipient of Mr. Belknap's bequest, and hopes that the members and their friends will derive much satisfaction from an examination of the exhibition now on display.

Richard J. Koke
Curator of the Museum

CONDITIONS OF MEMBERSHIP

MEMBERS, on their election, pay ten dollars as dues, and thereafter on the first day of January each year a like amount, or a life-membership fee of one hundred dollars in lieu of all other dues and fees. The contribution of one thousand dollars to the funds of the Society entitles the donor to be elected a Fellow for life. The contribution of five thousand dollars entitles the donor to be elected a Patron of the Society in perpetuity.

Members have the privilege of attending and of inviting guests to all the lectures and other functions of the Society, and they will receive *The New-York Historical Society Quarterly* and its *Annual Report.*

Application for membership may be submitted to: Secretary, The New-York Historical Society, 170 Central Park West, New York 24, New York.

APPLICATION FOR MEMBERSHIP

I herewith present my application for membership in the Society:

Name .....

Address .....

.....

Business or profession .....

Enclosed is my check to be used in payment of membership fee as indicated below, when I am elected:

..... Annual $10 ..... Fellow $1000

..... Life $100 ..... Patron $5000

I have the pleasure of referring to the following members of the Society with whom I am acquainted:

.....

.....

.....

[If you wish to state any special historical interests that you may have, please do so.]

Date .....

FORM OF BEQUEST

I give and bequeath to "The New-York Historical Society," *founded in the year 1804 and incorporated in the year 1809, the sum of* .....*Dollars.*

Keokuk
Jan 20, 1866
Herman Ed

Weekly
Jan Pen
Feb 2, 1889